

CORRESPONDENCE

RELATIVE TO THE

RECENT EXPEDITION

TO THE

RED RIVER SETTLEMENT:

WITH

JOURNAL OF OPERATIONS.

Presented to both Houses of Parliament by Command of Her Majesty, 1871.

LONDON:

HARRISON AND SONS, ST. MARTIN'S LANE.

1871.

CORRESPONDENCE Relative to the Recent Expedition to the Red River Settlement: {with Journal of Operations.

No. 1.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir, 24th March, 1870.
I AM directed by Mr. Secretary Cardwell to transmit, for your information and guidance, the inclosed extract of a letter from the Colonial Office, containing instructions on certain points connected with your mission to Canada. Mr. Cardwell desires me to request that you will report home your intended arrangements as soon as you are in a position to do so; in order that the proper instructions may be given to the Admiralty and other departments concerned.

I am, &c.
EDWARD LUGARD.

Enclosure in No. 1.

The Colonial Office to the War Office.

(Extract.) 23rd March, 1870.
IT is possible that General Lindsay may be required by Sir John Young to send to the Red River Territory a detachment not exceeding 200 infantry and a small force of artillery, in company with a larger body of Canadians, to maintain order in that settlement during the process of its annexation to Canada.

The British Force should leave the Red River Territory at latest at the end of September, so as to embark for England during the season of 1870, unless they form part of a Regiment which is to remain in the Dominion.

General Lindsay will consult Sir J. Young with regard to the selection of the force itself, and of the officer who is to command it, on whose firmness, prudence, and judgment much may depend.

The selection of the officer will be still more important if, as is possible, the Canadian Government should desire him to act as the first Civil Lieutenant-Governor of the district.

General Lindsay will of course be responsible for all arrangements affecting the safety and health of the troops.

No. 2.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir,

24th March, 1870.

WITH reference to my letter of this day's date, enclosing copy of a letter of instructions for your guidance in your present mission to Canada, I am directed by Mr. Secretary Cardwell to add, with reference to so much of the letter from the Colonial Office as relates to a possible military expedition to the Red River Territory, that although Her Majesty's Government do not sanction or contemplate the detention of the troops in the Red River Settlement during the winter of 1870-71, yet it will be your duty, before the troops leave for it, to ascertain from the Canadian Government that precautions will be taken sufficient in your judgment to ensure the practicability of housing and victualling them during that period, if, from any unforeseen circumstances, that detention should take place.

You will, however, take care that in making these enquiries you do not hold out to the Dominion any hopes of the Imperial Government consenting to their being so kept.

I am, &c.

EDWARD LUGARD.

No. 3.

The War Office to Lieutenant-General The Honourable James Lindsay.

Sir,

28th April, 1870.

I AM directed by Mr. Secretary Cardwell to transmit for your information, and that of the expedition which may proceed to the Red River, the accompanying Maps (40 mounted and 40 unmounted) of that Territory and its approaches; and also 80 copies of a smaller Map, showing the last part of the route.

Eighty copies of notes upon the country, from Lake Superior to the Red River Settlement, and on the Settlement itself, are also forwarded herewith.

I am, &c.

EDWARD LUGARD.

No. 4.

Telegram from Lieutenant-General the Honourable James Lindsay

(Received April 28, 1870).

Ottawa, 28th April, 1870.

FOR military reasons, and to leave garrisons at Fort Francis and Fort William, I request authority to send 350 of the 60th Regiment instead of 200. I have arranged with Canadian Government that all extra expenses of more than 250 Regulars shall be borne by Canada.

I propose to give free rations and no [?] working pay, about sixpence per man per day, also extra kit necessary for this service, about fifty shillings.

No. 5.

*The War Office to Lieutenant-General the Honourable James Lindsay
(Telegram sent 2nd May, 1870).*

IF the Expedition shall eventually be determined upon there will be no objection to your sending the additional number you propose of the 60th Regiment, all extra expenses being paid by Canada.

No. 6.

Lieutenant-General the Honourable James Lindsay to the War Office.

Sir, *Montreal, 15th April, 1870.*

I HAVE the honour to inform you that I have been to Ottawa and seen the Governor-General.

The Delegates from Red River had not arrived when I left, on the 11th April, and His Excellency was not in a position therefore to say whether he would require troops to go to that settlement or not.

I have, however, ascertained what supply and transport arrangements the Canadian Government has already entered into, and am looking into the whole question thoroughly, so as to be prepared to assume the "responsibility for all arrangements affecting the safety and health of the troops."

I have, &c.

JAMES LINDSAY, *Lieutenant-General,
Commanding Ontario and Quebec.*

No. 7.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir, *5th May, 1870.*

THE Secretary of State for War has received your telegraphic message of 28th ultimo in the following words:—

"For military reasons, and to leave garrisons at Fort Francis and Fort William, I request authority to send 350 of the 60th Regiment instead of 200. I have arranged with Canadian Government that all extra expenses of more than 250 regulars shall be borne by Canada.

"I propose to give free rations and no [?] working pay, about sixpence per man per day, also extra kit necessary for this service, about fifty shillings."

and by his direction I have replied as follows:—

"If the Expedition shall eventually be determined upon, there will be no objection to your sending the additional number you propose of the 60th Regiment, all extra expenses being paid by Canada."

Mr. Cardwell has not learnt from the Secretary of State for the Colonies that the Expedition has been positively resolved upon; but considering the season, already so far advanced, and the shortness of the interval during which it will be possible to march to and from Fort Garry, it is quite right that you should have taken all preliminary measures so as to be prepared to move without delay, so soon as the definite instructions shall be given you.

The Secretary of State for War has no objection to your increasing the force in the manner you propose,—on the terms mentioned in your message. He presumes that you will have communicated by post the full

particulars of the arrangement, and will have informed him clearly not only as to the agreement between you and the Government of the Dominion for the ultimate payment, but also as to the charge which is likely to fall upon the estimates voted for the present year. It is important that he should be fully informed upon this point, while Parliament is still sitting.

The arrangement you propose as to food, clothing, and working pay, appears to him satisfactory.

I am directed to remind you that so far as the Secretary of State for War is yet informed, there is no intention that any part of the Imperial Force shall remain at Fort Garry during the winter; and he is not prepared to authorize you to hold out any such expectation to the Government of the Dominion. At the same time it is not possible to foresee what circumstances may arise to render a return impossible, and it is above all things necessary to make such arrangements that no risk shall be incurred of any part of the Expeditionary Force being exposed to suffering from hunger, or severity of climate. Provisions, in ordinary times, are cheap at Fort Garry, being easily purchased in the State of Minnesota; but I am directed to remind you that it will not do to rely on this source of supply for the present Expedition, and that the stores hitherto kept at Fort Garry by the Hudson's Bay Company are in all probability long since exhausted.

I am, &c.

EDWARD LUGARD.

No. 8.

Lieutenant-General the Honourable James Lindsay to War Office.

Sir,

Head-Quarters, Montreal, 27th May, 1870.

I HAVE the honour to inform you that upon my arrival in Canada on the 5th April, I proceeded, in compliance with the instructions contained in Lord Granville's letter of 23rd March, 1870, to confer with the Governor-General on the subject of sending a military expedition to Red River, and beg to enclose you the correspondence that ensued.

Inclosure No. 1.—To Governor-General, 11th April.
 " 2.—From Governor-General, 20th "
 " 3.—To Governor-General, 23rd "
 " 4.—From Governor-General, 27th "
 " 5.—To Governor-General, 27th "
 " 6.—From Governor-General, 2nd May.
 " 7.—From Governor-General, 7th "

I felt from the first that the force, though mixed, was an Imperial one, and that I was responsible for everything connected with it, I therefore looked into the details of its organization, supply, equipment, and transport, the division of expenses, and plan of operations.

I was thus prepared to comply at once with his Excellency's official requisition to start the Expedition, which I received on the 9th May, and I issued the enclosed General Order (Inclosure No. 8) on the 10th, announcing the composition and organization of the force.

The strength of the different corps is as follows:—

Corps.	Officers.	Men.
Royal Artillery	1	19
Royal Engineers	1	19
1st Battalion 60th Rifles	21	352*
Army Service Corps .. .. .	..	12
Army Hospital Corps .. .. .	..	8
1st (Ontario) Battalion of Militia	27	355
2nd (Quebec) Battalion of Militia	27	292†

* 29 of these serjeants, and 10 buglers.

† To be completed to 350.

The detachment of Royal Artillery has four muzzle-loading rifled 3-pr. mountain guns, with 200 rounds a gun, but probably only half this equipment will be taken beyond Fort William.

Colonel Wolseley's appointment to the command has the full approval of his Excellency the Governor-General and his Government, and I consider it very fortunate that an officer who knows Canada and its Volunteers so well, and who has so much ability and experience, should have been available for this service.

Brevet Lieutenant-Colonel Bolton, R.A., who I have appointed Deputy-Assistant Adjutant-General and Senior Staff Officer, is a man of capacity, and has the advantage of having passed through the Staff College.

Assistant Controller Irving has been specially selected at the War Office for this service, and Colonel Wolseley writes me that he has every confidence in him.

Surgeon-Major Young accompanies his regiment, and acts as Principal Medical Officer.

Colonel Fielden is in command of the 60th Rifles, and is the next officer in seniority to Colonel Wolseley. He is an excellent officer, and his regimental experience has already been brought into play in getting the Militia battalions into shape.

In organizing the Staff and Control, I have kept in view the withdrawal of the regulars from Fort Garry before the end of August, and have desired to facilitate, as much as possible, the assumption of these duties by the Militia.

Lieutenant-Colonel Jarvis (Deputy Adjutant-General Militia, 4th District), a regular officer on half-pay, formerly Adjutant of the Staff College, will succeed to the command, while Major McLeod and Captain Peebles respectively will take over the Staff and Control duties. I have ordered Colonel Wolseley to see that these officers learn their duties.

Until, however, this withdrawal shall take place, the Force will preserve its distinctly Imperial character, and I shall be responsible for it.

For this reason I have been very anxious that the two Battalions of Militia should come up, as far as possible, to the standard of Her Majesty's Regular Forces, that the Field Officers should be carefully chosen, none but strong and drilled men accepted, and that their personal equipment should be good.

I also desired to get the men together early, in order that they might be instructed.

The division of the Militia portion of the Force into two battalions, one from Ontario, the other from Quebec, and the apportionment of the number of volunteers required (700) between seven Militia Districts in the Provinces of Ontario and Quebec was, I presume, made for sectional and religious reasons. This political measure has greatly delayed the formation of the Quebec Battalion, which, as I write, still wants 58 to complete, though I have assisted it in every possible way by lending Staff Serjeants from the Royal Canadian Rifles, and by hastening the discharge of other men of that Corps, that they might volunteer to the Militia for the Expedition.

Of the 292 men in its ranks, not more than one-fourth at most are French Canadians.

Both Militia Battalions were formed at Toronto, where a wing of the 60th has been quartered all winter. Colonel Wolseley joined the Force there on the 5th May with his Staff and Control.

I now proceed to refer to the Supply and Transport arrangements.

On my arrival I found that the Canadian Government had already purchased provisions, horses, and forage; ordered boats and carriages, and hired teamsters. I thought it best that they should complete the transactions into which they had entered, and finding that the number of boats, vehicles and horses, was insufficient, I begged the Canadian Government to get more of those supplies, and to hand over the whole of them to the Control when completed, and that arrangements for all future purchases should be made by the Control. I also considered it expedient that the Government should hire the necessary Indians and voyageurs. They were required in great numbers, and could therefore only be obtained from various and remote places; so that this transaction could be better performed by the Government than by the Controller.

Collingwood, the natural point of departure for Lake Superior, is connected with Toronto by rail, so that, so far, there was no difficulty.

I early directed the attention of the Dominion Government to the necessity of control over steamers in both lakes, informing them that I considered it their duty to furnish the necessary transport, and on the 28th of April, I applied for a permanent steamer to be stationed on Lake Superior. Having proceeded to Collingwood on 5th May, with my Controller, I ascertained that no arrangement had been made. The Canadian Government would not trust to my hiring steamers, but, consequent on the urgency of my representation, they placed the duty in the hands of the Postmaster-General. This took me again to Ottawa.

In the meantime the difficulty respecting the canal at Sault St. Marie came up, and found the Government unprepared, though on the 28th April I had specially begged that it might be provided against. As His Excellency will report, doubtless, fully on this subject to the Secretary of State for the Colonies, I need not go into it.

The arrangements for the Lake Transport are now complete and in operation. They have, however, been much complicated by the unfriendly action of the United States Government, in closing the canal at Sault St. Marie. Owing to the firm remonstrance of the Governor-General it is now open, but Colonel Wolseley had been already obliged, between the 14th and 16th May, to send 200 men of the 1st Battalion Militia, with horses and wagons, to carry everything across the portage.

Besides the Supply and Transport of the Expedition, I undertook its Equipment, excepting the personal equipment of the Militia, articles for which were, however, drawn from our Stores on repayment.

I believe that since the Canadian troops were handed over to me at Toronto, everything has been done to instruct them, and that the arrangements for the health and safety of the whole Force have been carefully considered and prepared.

The necessity for going twice to Ottawa to spur on the authorities, and the difficulty towards the close of a busy Session of getting the Government to attend to my business, and my visit to Toronto and Collingwood, have prevented my reporting to you earlier. I have, for the same reason, been prevented until the other day going into the division of expenses between the two Governments.

I send, in another despatch, a copy of a communication that I have addressed to the Governor-General on that subject, and I also, by this mail, report separately my instructions to Colonel Wolseley, and the general plan of operations.

I have, &c.

JAMES LINDSAY, *Lieutenant-General,*
Commanding Ontario and Quebec.

Inclosure 1 in No. 8.

MEMORANDUM by Lieutenant-General the Honourable James Lindsay, dated Ottawa, 11th April, 1870.

1. In the event of the Dominion Government determining to send an expedition to the Red River Settlement, and on its being decided that Her Majesty's Troops shall form part of the Force, I submit that it should consist of 1,000 men, of which one-fourth should be composed of regular infantry, with a proportion of Royal Artillery and Engineers, the remainder of the Force being provided by the Dominion Government.

2. I beg to submit the name of Colonel Wolseley, Deputy Quartermaster-General in British North America, as the Commander of the combined Force.

3. With reference to Colonial portion of the Force, it may be worthy of consideration by the Dominion Government, whether they will be disposed to avail themselves of the services of the Royal Canadian Rifles. This Regiment is to be disbanded immediately, and there is no doubt that some of the officers, and many of the rank and file, will be anxious to remain in Canada.

Delayed on
account of
Fenian
inroads.

Many of the latter will be, doubtless, glad to settle in the country, and form a body of loyal settlers.

It is for the Government to consider whether it would be expedient to engage these men for a year's service, with the promise of an allotment of a specified number of acres, and free rations for the first year of possession.

If the Government have any views with reference to these men, either as regards the Red River Expedition, or with reference to the formation of a Colonial Military Force, I suggest that they should give the subject a very early and serious consideration.

4. The number of Volunteer Militia to be raised for service in the Red River Territory, will depend upon the intentions of Government with reference to the above paragraph.

— At all events, it appears necessary that a force of from 700 to 800 men should be prepared.

I am given to understand that it is proposed to select a quota from each Militia District, from those who have volunteered for the expedition.

I urge that no time should be lost in bringing these men together in one or two localities, in order that they may be organized in companies and drilled; that officers and men should become acquainted with one another, and that the Force should be thus brought into a state of discipline.

If possible they should be placed in barracks.

5. I strongly recommend that the officers selected to command battalions should be men who have served in the Army, or should be men well-known, as qualified for the command of men, and for knowledge of the arrangements of an embodied regiment.

The selection of Field Officers and Captains will also require very careful consideration.

I think it necessary that I should be informed of the views of the Dominion Government, as to the method in which it is proposed to officer this Force.

Some officers of the Royal Canadian Rifles will be available for any purpose to which they may be appointed.

6. It is fully understood that the regular portion of the Force is to return from Red River before next winter: it is therefore necessary that the Dominion Government should select an officer to command one of the battalions, to act as second in command to Colonel Wolseley, whom the Dominion Government may consider qualified to assume entire charge of the Force when the latter leaves the settlement.

7. In the event of any unforeseen circumstances necessitating the retention of the Regular Troops at Fort Garry during next winter, what precautions will be taken to ensure the practicability of housing them, and the remainder of the Force?

8. It is indispensable that the organization of the Expeditionary Force should be at once entrusted solely to me.

I will, in that case, assume all responsibility in the matter.

9. As it is understood that, previous to my arrival, the Militia and other departments, in order to save time, have purchased stores, boats, &c., &c., I have to request the fullest possible information as to the articles, and amounts already purchased or contracted for; the places where they are now stored; or where and when they are to be delivered.

I will then take steps for having them duly inspected.

10. I intend appointing a Control officer to take charge of all duties connected with feeding, and the transport of the Force.

I expect this officer to reach Montreal next week.

It will be necessary that all the stores in the preceding paragraph should be handed over to him.

11. All further purchase of stores, &c., &c., &c., for this Expedition by the Dominion Government, to cease from this date, except for such articles as I may consider, and deem it advisable for the public service should be purchased by them, in which case I will specially apply for them.

12. I understand that 100 boats have been, or are now being built.

If the Force is to consist of 1,000 men, 100 boats will just carry that number, no allowance being made in the calculation for any loss of boats.

I am of opinion that a considerable margin should be allowed for such losses, in consideration of the extremely severe work they will have to endure, and the damage to which they must necessarily be exposed in taking them over the numerous portages, and the running the many dangerous rapids along the route.

It will also be necessary to keep open the communication between Forts William and Francis, after the Force has finally started from the latter place, for the purpose of forwarding on stores and provisions.

An additional number of boats will therefore be required for this service.

Under these circumstances I consider it indispensable that at least 40 more boats should be at once contracted for, to be built with the least possible delay.

As the Public Works Department is already in communication with the principal boat builders in these provinces, I think that these 40 additional boats should be procured by that Department.

13. Forty carts or wagons are said to have been provided for the conveyance of boats and stores from Thunder Bay to Shebandowan Lake.

The importance of getting them rapidly over this part of the journey cannot be too highly estimated.

It is necessary that two months' provisions should precede the main body of the Force, and that they should be stored at Fort Francis before the troops make their final start from thence.

It appears indispensable that 40 more carts should be provided to avoid delay, and to provide for casualties.

It is also desirable that a few huts should be erected at Fort William and Shebandowan Lake, for the purpose of sheltering the stores.

14. It has been stated that some small number of men to act as mounted police, have been already enrolled for service in the Red River Territory.

It is understood that the officer to command them has been already nominated; the fullest information is requested as to what has been already done in this matter, if it is intended that these men are to form part of the Expeditionary Force.

I am all the more anxious on this point, because I consider it to be a *sine qua non* that no one should accompany this Expedition who has been in any way personally connected with the Honourable Mr. Macdougall's party, or with the Red River affairs, during the recent unfortunate disturbances in that territory.

JAMES LINDSAY, *Lieutenant-General.*

Inclosure 2 in No. 8.

The Deputy of the Minister of Militia to the Military Secretary.

*Department of Militia and Defence,
Ottawa, April 19, 1870.*

Sir,

WITH reference to the Memorandum of Lieutenant-General Lindsay of the 11th instant, submitted by you on the same day, I am directed by the Honourable the Minister of Militia and Defence to furnish the following replies to the various paragraphs thereof, with a request that his Excellency the Governor-General may be pleased to transmit the same to the Lieutenant-General Commanding:—

1. With reference to the proposed Expedition to the Red River Settlement, the Dominion Government will supply the proportion of the force suggested in the 1st paragraph as hereinafter explained (paragraph 4).

2. The Canadian Government learn with much satisfaction that the Lieutenant-General Commanding intends to appoint Colonel Wolseley as Commander of the combined force.

3. With reference to the Royal Canadian Rifles, the Canadian Government do not intend to avail themselves of the proffered services of the men of that corps.

4. Measures have been taken for the raising of a force of between 700 and 800 men as proposed in the 4th paragraph.

The inclosed copy of an Order in Council of the 16th instant (A) and of the Report of the Adjutant-General of Militia annexed to it, will afford a full reply to the 4th paragraph.

It shows that a quota of the proposed force is to be selected from each Militia District from those who volunteer for the Expedition so soon as the men have been duly mustered in their respective districts. The Lieutenant-General Commanding will be informed of their readiness to meet at such place or places as he may be pleased to direct.

5. In the selection of Field Officers and Captains, every care will be taken that fully competent officers will be appointed.

Each of the battalions mentioned in the above Order in Council will be commanded by men who have served with the army, and who are well known as qualified for the command of men, and for their knowledge of the arrangements of an embodied regiment. The selection of those gentlemen has been made from the Deputy Adjutants-General of the Militia of the Dominion of Canada, one from the Province of Ontario, and one from the Province of Quebec, the former being Lieutenant-Colonel Jarvis, Deputy Adjutant-General for Military District No. 3, and the latter, Lieutenant-Colonel Casault, Deputy Adjutant-General for Military District No. 7, both of whom have considerable military experience as British military officers.

6. Either of the above officers selected to command the two battalions, is considered well qualified to act as second in command to Colonel Wolseley, and to assume the entire charge of the force when the latter leaves the Red River Settlement. As a matter of course the senior would take the command.

7. The information required by paragraph 7 is furnished by the memorandum of Mr. S. J. Dawson herewith annexed (B).

8. By paragraph 8 of the Report the Adjutant-General of Militia attached to the Order in Council of the 16th instant, it will be seen that so soon as the number of men to be furnished by the Canadian Government have been duly mustered in their respective districts, they will be placed at the disposal of the Lieutenant-General Commanding as suggested by him, with a view to his assuming all responsibility in the matter.

9. The information required by this paragraph has been already furnished in a Report made to Lieutenant-General Lindsay by Lieutenant-Colonel Wily, of which Report a copy is hereto attached (C).

10. All stores that have not already been transferred will be handed over to the Control Officer by Lieutenant-Colonel Wily, who has been instructed to furnish any further information that may be required with reference thereto, and who for such purpose is placed entirely at the disposal of the Lieutenant-General Commanding.

It is suggested, as already stated in a letter to the Military Secretary, that no expenses for transport, nor any large expenditure connected with the Expedition to Red River should be incurred, nor any contract entered into for the same without previous communication with the Dominion Government, so as to avoid any undue advantage being taken by contractors, or extravagant charges being made by them. Lieutenant-Colonel Wily has been instructed to give every required assistance to the Control Officer.

11. No further purchase or acquisition of stores beyond those already contracted for, as shown by Lieutenant-Colonel Wily's Report (C) will be made, except on application of Lieutenant-General Lindsay.

12 and 13. Besides the information afforded in reference to this paragraph by Mr. Dawson's Report (B), instructions have been given to Mr. Dawson for the erection of huts at Fort William and Shebandowan Lake, for the purpose of sheltering the stores, &c., for the building of five additional boats, is complete, the required number (140), as well as for the making of 40 carts.

14. A mounted police force of 50 men is to be sent for service in the Red River territory. It will be commanded by Captain Cameron, R.A., with instructions to increase the force to 200 men from the people at Red River. Captain Cameron was on service in the Artillery at Halifax, and was *seconded*, at the request of the Canadian Government, at the Horse Guards, for the purpose of his proceeding to Red River as the head of the police. With regard to the concluding paragraph, care will be taken that the suggestions therein made be duly carried out.

Respecting the letter of the Military Secretary (Lieutenant-Colonel Earle) of the 13th instant, inclosing Memorandum of Colonel Wolseley of the same day, referred by you on the 16th instant, the Honourable the Minister of Militia and Defence directs me to state that a copy of the parts thereof relating to the Hudsons Bay Company has been transmitted to the agent of that Company, and that so soon as an answer is received it will be duly communicated to you, and that the subject of a negotiation with the Rainy Lake Indians will have due consideration from the Canadian Government.

I have, &c.

GEO. FUTVOYE.

Deputy of Minister of Militia and Defence.

A.

COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council, on the 16th April, 1870.

ON the recommendation of the Honourable the Minister of Militia and Defence, the Committee advise that in view of the contemplated expedition to the North-West Territory, the annexed Report from the Adjutant-General of Militia, submitted by him, be approved and adopted, and the measures therein recommended taken and carried out.

Certified,

WM. H. LEE, *Clerk P. C.*

*Department of Militia and Defence,
Ottawa, 16th April, 1870.*

In view of the contemplated expedition to the North-West Territory, the undersigned respectfully submits the annexed Report of the Adjutant-General of Militia, and recommends that the several suggestions therein made be adopted, and the measures therein recommended be taken and carried out.

GEO. E. CARTIER,
Minister of Militia.

The Adjutant-General of Militia to the Minister of Militia.

*Militia Department, Canada,
Head Quarters, Ottawa, 15th April, 1870.*

Sir,
In view of the contemplated expedition to the North-West Territory, I have the honour to request that the following steps may be taken without delay:—

1. That two battalions of riflemen, of 350 non-commissioned officers and men per battalion (exclusive of officers), be raised in the provinces of Ontario and Quebec, and engaged to serve as

soldiers for one year, or for such longer period as the government may require, but not exceeding two years in all.

2. That these battalions should consist of seven companies, each of 50 non-commissioned officers and men, having one Captain and one Lieutenant, and one Ensign to each company.

3. That the staff of each battalion should consist of—

1 Lieutenant-Colonel.	1 Serjeant-Major.
1 Major.	1 Quartermaster-Serjeant.
1 Adjutant, with rank of Lieutenant.	1 Hospital Serjeant.
1 Paymaster.	1 Armourer Serjeant.
1 Quartermaster.	1 Paymaster's Clerk.
1 Surgeon.	

Thus making the strength of each battalion 382, including officers, staff serjeants, non-commissioned officers and men, and that one Chaplain be attached to each battalion at the usual rate of pay.

4. It is recommended that the men to form these battalions may be engaged by voluntary enlistment to serve therein from the existing corps, if possible, of active militia, in the following proportions, viz. :—

Military District.	Companies.	Officers.	Men.
No. 1	2	3	50 per cent.
" 2	2	3	50 "
" 3	2	3	50 "
" 4	1	3	50 "
" 5	2	3	50 "
" 6	2	3	50 "
" 7	3	3	50 "

5. That the rates of pay and Allowances to the officers of these battalions be as laid down in paragraph 286 of the Regulations and Orders for the Active Militia, with free rations when on the march or encamped, and the pay of the non-commissioned officers and men as follows :—

	Dollars.
Serjeant-Major	20 per month.
Quartermaster-Serjeant	20 "
Paymaster's Clerk	18 "
Hospital Serjeant	18 "
Armourer Serjeant	18 "
Colour Serjeant	18 "
Serjeant	15 "
Corporals and Buglers	13 "
Privates	12 "

Non-commissioned officers and men to receive in addition to their pay free rations and lodgings.

6. That immediate instructions be given to the Deputy Adjutants-General of the districts named, to call for such number of men as are authorized in paragraph 4, care being taken that the men so selected shall be between the ages of 18 and 45 years, of good character, sober habits, and physically fit for the service, and that each man so engaging be subject to a final medical examination at the district head-quarters.

7. That each man on final approval be required to sign a service roll, and be regularly attested before a magistrate at the district head-quarters, where the total number of men authorized for such district be mustered not later than the 1st of May, there to be billeted and await concentration.

8. That such concentration should take place as soon as circumstances will admit after such muster, at such place or places as shall be indicated by the Lieutenant-General Commanding.

9. That each non-commissioned officer and man be outfitted on enlistment with a free kit, and properly clothed, armed, and equipped.

10. That the two battalions be clothed as riflemen, and armed and equipped as follows :—

1 Short Snider Enfield Rifle, sword bayonet, and accoutrements complete.	1 Cloth (Rifle) Tunic.
60 Rounds Service Ammunition.	1 Pair Cloth Trousers.
1 Knapsack.	1 Great Coat.
1 Haversack.	1 Forage Cap.
1 Water Bottle.	1 Pair Beef Boots.
1 Iron Plate and Mug.	1 Pair Ankle Boots.
1 Blanket.	1 Linen Blouse and pair of Trousers.
1 Waterproof Sheet.	1 Mosquito Net.

The free kit to consist of—

2 Flannel Shirts.	1 Box of Blacking.
2 Pairs of Socks.	1 Tin of Waterproof Blacking.
1 Pair of Braces.	2 Darning Needles.
2 Linen Towels.	1 Piece of Darning Yarn.
1 Knife, Fork, and Spoon, with hold-all.	2 Ordinary Needles.
1 Cloth Brush.	1 Hank of Thread.
2 Blacking Brushes.	1 Piece of Soap.
1 Comb.	

In addition to articles for winter use, there will be provided—

1 Tunic (Cloth).	2 Knitted Under Shirts.
1 Pair Cloth Trousers.	2 Pair Knitted Drawers.
1 Winter Cap (Fur).	1 Muffler.
1 Pair Mitts.	

11. That with the exception of uniform clothing and boots, should subsequent issue of necessities be required, such issues to be on repayment.

12. That each Deputy Adjutant-General of the Districts named be instructed to recommend the names of one Captain and one Lieutenant, and one Ensign for each company authorized to be raised in their respective Districts, and whom they may consider best qualified to act as Captain and Lieutenant and Ensign to these Companies.

13. That the selection of the Field Officers and Battalion Staff should be undertaken by the Adjutant-General, subject to approval.

I am, &c.

P. ROBERTSON ROSS,
Colonel, Adjutant-General of Militia.

The Honourable
The Minister of Militia and Defence

B.

MEMORANDUM by S. J. Dawson, in reference to Sections 7, 12, and 13 of General Lindsay's Report of 11th April, 1870.

Ottawa, 14th April, 1870.

1st.—In regard to section 7, as soon as order has been re-established in the Red River Settlement, there could, I am confident, be no difficulty in housing a force of 1,000 men, by stationing a portion thereof at the Stone Fort, a part at Fort Garry, and the balance in buildings near the latter place:

At the Stone Fort an area of about six acres is enclosed within the walls; a considerable portion of which is laid off in lawn and garden, the Fort contains several substantial stone buildings. The largest is a handsome edifice, I should say about 100 feet in length, with verandahs running completely round it.

Besides this building, which was evidently intended to accommodate a military force, there are other storehouses and buildings of considerable dimensions.

Within the enclosure too, temporary houses could easily be put up.

At Fort Garry, the area enclosed within the walls is not so large as at the Stone Fort, but the number of buildings is greater and some of them are large. Apart from the other buildings there is in this Fort a barrack, which, to the best of my recollection, should accommodate from 150 to 200 men.

The town of Winnipeg, close adjoining Fort Garry, contains a population of about 1,500, and in it are many large stores and houses which could be converted into barracks.

Besides, just opposite Fort Garry, on the east bank of the Red River, are extensive buildings belonging to the diocese of St. Boniface, at present used as nunneries, schools, colleges, &c. Doubtless some of these could be obtained, if necessary, for the accommodation of the troops.

Upon the whole, I think there can be no difficulty in housing 1,000 men in the Red River Settlement, either within or in close proximity to the forts.

The Hudsons Bay Company, I have no doubt, would readily vacate the Stone Fort, and accommodate their people in adjoining buildings, and I believe they would be the best agents to employ in providing accommodation for the troops.

2nd.—In regard to Section 12, the suggestion as to providing additional boats has already been acted on by the Government.

The total number being built, most of which are now in readiness to be sent to Thunder Bay, is 135, besides which two first-class "North Canoes" have been ordered at Fort William for the special use of the Officer Commanding the Force.

The annexed Statement shows the number and capacity of the boats.

3rd. In respect to Section 13, as wagons are being arranged for, I confine myself to the concluding paragraph, which is as follows:—

"It is also desirable that a few huts should be erected at Fort William and Shebandowan Lake, for the purpose of sheltering the stores."

In order that these may be provided with the least possible delay, I would suggest that 40,000 feet (B.M.) of sawn lumber of suitable dimensions, should be sent to Fort William on the opening of the navigation. This would provide for the buildings at Thunder Bay. Those at Shebandowan Lake should be of logs covered with scoops.

These buildings can best be put up in connection with the works now in progress.

I may remark that temporary stables will be required at Thunder Bay, and at various points on the Thunder Bay Road.

S. J. DAWSON,
Engineer, Red River Roads.

MEMORANDUM, showing dimensions and carrying capacity of boats for Red River Route.

Places where Built and Names of Builders.	Number.	Dimensions.			Capacity when moderately loaded.
		Length.	Beam.	Depth.	
		Feet.	Feet.	Inches.	
<i>Toronto—</i>					
Samuel Leves ..	3	30	6	33	2½ tons, 12 men, and outfit.
" " ..	12	30	6½	32	" " "
John Clendenning ..	4	30	6	33	" " "
<i>Barrie—</i>					
John Charles ..	5	30	6½	32	" " "
<i>Collingwood—</i>					
William Watt ..	9	30	6½	32	" " "
R. Benoit ..	6	30	6½	32	" " "
<i>Hamilton—</i>					
Martin Stetts ..	3	30	6½	32	" " "
" " ..	1	33	7½	35	4 tons, 15 men, and outfit.
<i>St. Catherine's—</i>					
Louis Shikluna ..	6	30	6½	32	3 tons, 12 men, and outfit.
<i>Port Dalhousie—</i>					
Alexander Abbis ..	4	30	6½	32	" " "
William Wakerly ..	1	33	7	35	4 tons, 15 men, and outfit.
" " ..	1	30	6½	31	2½ tons, 12 men, and outfit.
McPhee " ..	1	30	6½	31	" " "
<i>Welland—</i>					
George Ault ..	5	33	7	34	4 tons, 15 men, and outfit.
" " ..	5	30	6½	32	2½ tons, 12 men, and outfit.
<i>Owen's Sound—</i>					
M. March ..	5	30	6½	31	" " "
<i>Kingston—</i>					
M. O'Gorman ..	2	30	7	35	3½ tons, 12 men, and outfit.
" ..	1	30	6·10	35	" " "
" ..	1	25	6·8	33	2½ tons, 12 men, and outfit.
" ..	1	25	7	33	" " "
A. McCorkill ..	1	30	6·10	33	3 tons, 12 men, and outfit.
" ..	1	30	6½	33	" " "
" ..	1	30	6½	33	" " "
" ..	1	30	7	35	" " "
" ..	1	30	6½	35	" " "
" ..	1	30	6½	33	" " "
" ..	1	30	7	35	" " "
W. C. Knapp ..	1	28	7½	35	" " "
W. Power & Co. ..	2	25	7	35	" " "
<i>Quebec—</i>					
At Island of Orleans by different parties ..	16	25	6·2	30	2½ tons, 12 men, and outfit.
In all ..	102				

In addition to the above, 33 boats have been ordered to be in readiness by 10th May. They will be of the following dimensions: 25 feet keel, 6 feet 2 inches to 6 feet 6 inches beam, 30 inches depth, and capable of carrying 2½ tons each besides men and outfit.

There will then be in all 135 boats.

The actual tonnage of the 30-foot keel boats by ship-builder's measurement, would be about 5 tons; that of the 25-foot keel boats, about 4½ tons.

The 33-foot keel boats would carry 6½ tons *en route*, however, the boats should be loaded only as above set down.

S. J. DAWSON.

REPORT of Lieutenant-Colonel Wiley.

*Department of Militia and Defence,**Store Branch, Ottawa, 12th April, 1870.*

Sir,

IN accordance with instructions received from the Honourable the Minister of Militia and Defence in relation to the supplies named in the margin, I have now the honour to report that, acting on the Minister's instructions as conveyed in his letter bearing date 21st March last, at once proceeded to Toronto and made the following arrangements respecting them, viz. :—

With Mr. Robert Spratt, of Toronto, for flour, hay, and oats (see letters numbered 1, 2, and 3 respectively).

One thousand half barrels of flour have been purchased and will be ready for delivery at Collingwood by the time specified. The purchase of the other thousand half barrels will be completed in a few days. The flour is to be inspected as extra superfine, and is to be made of the best white fall wheat. The hay is bought, and will be pressed and ready for delivery at Collingwood at the date required. Five thousand of the six thousand bushels of oats required were secured, and are now stored at Owen Sound, ready for shipment on the opening of the navigation.

Messrs. W. Ramsay and Co. have engaged to supply the pork required (see Agreement numbered 4).

One thousand five hundred barrels have been received and are now in process of daily delivery as it is being inspected and repacked; 1,000 barrels will be stored at Toronto, the balance of it is to go to Collingwood, where it will be ready for shipment on the opening of the navigation, as much of the pork as it has been possible to obtain half barrels for, will be re-packed in such packages.

Messrs. Rice, Lewis, and Son, of Toronto, have contracted to deliver 1st May next, the wagons, carts, and harness needed (see letters numbered from 5 to 8 respectively).

The contractors write me to-day that, they cannot find, either here or in the United States, the seasoned timber required for the manufacture of the broad-tyred wheels contracted for. On consultation with Mr. Dawson, he has decided that the common-tyred wheel will do, and I have forwarded the contractors instructions accordingly. Broad-tyred wheels not being in use in this country, those ordered being a speciality, no previous provision is made for their manufacture; as is the case with the ordinary wagons.

Two of the wagons have been ordered to be built with springs for conveyance of passengers provided with seats for the accommodation of from 6 to 8 each. Five other wagons are to be adapted for oxen.

Mr. Bond, of Toronto, has undertaken to procure the 70 horses (see letters numbered 7 and 10).

Mr. Winters, of Collingwood, will provide the oxen (see letters numbered 11 and 12).

The animals are all to be concentrated at Collingwood by the 1st May next, provided with the necessary teamsters. All required accommodation for them can be had at the last-named place.

I have, &c.

THOS. WILEY, *Lieutenant-Colonel.*

*Lieutenant-General the Hon. James Lindsay, &c., &c.,
Commanding H.M. Troops, Montreal.*

Inclosure 3 in No. 8.

Lieutenant-General the Honourable James Lindsay to His Excellency the Governor-General.

Sir,

Ottawa, 23rd April, 1870.

I HAVE the honour to acknowledge the receipt of your Military Secretary's communication of the 20th April, forwarding to me replies from the Minister of Militia and Defence to the various points in my Memorandum of the 11th of April.

While the replies are generally satisfactory, and are calculated to assist the conduct of the arrangements for the organization of the Expedition to the North-West Territory, there is one point which I think it my duty to submit for your Excellency's consideration, and at the same time take the opportunity of explaining my views for carrying out the service to be performed in the most efficient manner.

I extremely regret the decision at which the Dominion Government has arrived in declining the services of a portion of the Royal Canadian Rifles, who might be inclined to settle in the territory.

This Expedition is one of considerable difficulty and magnitude, owing to the number of men composing the Regular Force, to the character of the country through which the Force will have to pass, and to the time occupied by the constant changes caused by the alternate navigation of lakes and rivers with numerous portages and dangerous rapids, and above all to the distance of Fort Garry from the base of operations. Such an expedition requires of both officers and men engaged in it habits of order and military training necessary if the country can be peaceably occupied, and still more so in the event of there being any opposition.

I am certainly of opinion that if the Militia Force proposed for the expedition was under arms for a considerable period previous to taking the field, military training, added to the natural capacity of the men, well chosen for their backwood habits; for a rough life, they would form a very valuable and capable force.

I must, however, call your Excellency's attention to the state of affairs as they actually exist.

This Expedition has been in the contemplation of the Dominion Government for several

months, yet it was only upon the 15th of April, and after the receipt of my Memorandum of the 10th April, which was sent in within a few days of my arrival in this command, that the Adjutant-General of Militia submitted a plan for raising two regiments of Militia for service in the North-West.

The companies composing these two Corps will be formed by men volunteering from the different regiments in each of the seven Militia Districts, and the officers appointed to each company will be selected from officers of the Districts. Companies will, therefore, be organized, in which neither officers nor men know any thing of each other, and will not, until they have been for some time together, have any military cohesion, nor have that knowledge and confidence in each other so necessary in the conduct of a military operation. These regiments can hardly commence any military training before the end of the first week in May, and only a short time before they should proceed to Fort William, *en route* to the Red River. The consequence is that a force must either be started inadequate to the service to be performed, or else delay must take place in the advance of the force while the two regiments are undergoing the necessary military training; for the few days during which the Militia Force assemble for annual training every year cannot be considered sufficient for a service of this description, the men composing it being brought together as above described.

With respect to the number of Militiamen it is proposed to send, viz., 700 rank and file, they are, as I am advised at present, and in the event of there being no opposition, amply sufficient. But I have to observe that no margin is left for casualties previous to the Expedition starting, and I think that not less than 800 rank and file should be assembled, though not more than 700 rank and file need be sent to the North-West. But at all events, in consequence of the distance from the base of operations, and the necessity of having reserves of men and stores, it will be necessary to garrison Fort Francis and Fort William, as a measure of security. In this case I shall require an additional 140 men, to be found by the Dominion Government. The total Militia Force, therefore, required to proceed with the Expedition will be 840 men exclusive of officers and non-commissioned officers, and 100 men as a margin from which casualties may be replaced before the Expedition starts.

But it is essential, as far as the information as to the state of affairs in the Red River Settlement can guide the arrangements, that the possibility of opposition should be considered, and although I do not anticipate, for many reasons, that much extraneous aid could be rendered to the insurgents, yet the probability of their receiving assistance from the roving and lawless societies which are to be found in the United States, cannot be ignored.

When Colonel Wolseley arrives at Fort Francis, which he will do in advance of the main body of the Expeditionary Force, he will, it is hoped, by previous concerted arrangements obtain intelligence of the state of affairs in the settlement, and at once report to me thereon. But I think it necessary that arrangements should at once be made for a reserve of a Militia Battalion which shall, if necessary, be ready to assemble at a moment's notice. I do not propose to call this battalion out until it becomes necessary to send it to Fort William, and that would depend upon information received from Colonel Wolseley. The most effective way to organise such a reserve would be to name some battalion in Ontario, whose numbers should be made up to 400 men by volunteers from other regiments of Militia in the same district.

Reviewing, therefore, the whole circumstances as above pointed out, I cannot say that I feel satisfied with the arrangements as they at present exist with respect to the efficiency of the force to be employed, and considering the moral effect of a body of trained soldiers, and their efficiency in the event of opposition, I trust your Excellency will agree with me in thinking that as a portion of Her Majesty's troops are to be employed, it would be desirable to obtain the sanction of the Imperial Government to increase the number of the 1st Battalion 60th Rifles to be employed from 200 to 400 rank and file. This measure would augment the confidence of the loyal settlers, decrease that of the insurgents, and give greater security for success.

In the event of this being acceded to, I should not require the additional 140 men from the Militia to which I have above adverted.

I understand that the Imperial Government are prepared to bear the expense attending the employment of 250 regular soldiers on this expedition; any expense, therefore, consequent upon an increase of the regular force would fall upon the Dominion Government. But the employment of the extra number of regulars would in fact be cheaper than the additional number of Militiamen above required (viz., 140), inasmuch as the Government would not have to pay the men, but they will have to give 200 men free rations instead of 140 men. There will be the personal equipment of the men in respect of mocassins, shirts, water-bottles, field allowance for officers, &c., which must fall upon the Dominion Government according to the present arrangement under which the expense is to be apportioned. Other stores, such as blankets, waterproof sheets, &c., for the additional force, I am prepared to serve out from the Imperial stores.

The force to be employed upon the expedition would therefore stand thus:—

1st Battalion 60th Rifles	400
Artillery and Engineers	40
Militia (all ranks)	780

1,220

I request that your Excellency will favour me with the decision of the Dominion Government upon this proposal with as little delay as possible, as it will be necessary to communicate by telegraph to the Imperial Government for authority.

I am glad to observe that the Dominion Government do not propose that the police force, which is to be placed under Captain Cameron, should form part of or accompany the Expedition until the force is established in Fort Garry and the Red River Territory.

I have, &c.
JAS. LINDSAY, *Lieutenant-General.*

Inclosure 4 in No. 8.

The Deputy Minister of Militia to Lieutenant-Colonel McNeill, V.C.

*Department of Militia and Defence,
Ottawa, 26th April, 1870.*

Sir,

REFERRING to the letter of the Lieutenant-General Commanding of the 23rd instant, referred by your letter of yesterday's date, I am directed to state that the question of the reserve battalion therein mentioned will be duly considered by the Honourable the Minister of Militia and Defence, who fully concurs in the suggestion made by the Lieutenant-General Commanding that 140 additional regulars would be employed, and who desires me to convey to you his assurance that all the additional expense to be incurred by the employment of that extra number will be borne by the Dominion Government.

I have, &c.

GEO. FUTVOYE,
Deputy Minister of Militia.

Inclosure 5 in No. 8.

Lieutenant-General the Honourable James Lindsay to his Excellency the Governor-General.

Sir,

Ottawa, 27th April, 1870.

I HAVE the honour to represent that it is desirable that I should be officially informed by your Excellency if regular troops are to form part of the contemplated Expedition to Red River.

If so, I have to request the favour of being called upon in writing to provide the quota at present authorized for this service by the Imperial Government, and of being informed as to the terms agreed upon between the two Governments on this subject.

Until I receive this information, I cannot issue the necessary order to Her Majesty's troops.

I have, &c.

JAMES LINDSAY,
Lieutenant-General Commanding.

Inclosure 6 in No. 8.

His Excellency the Governor-General to Lieutenant-General the Honourable James Lindsay.

Sir,

Government House, Ottawa, 2nd May, 1870.

IN reply to your letter of the 27th instant, I have the honour to inform you that the Canadian Government are of opinion that Regular Troops should form part of the contemplated Expedition to Red River, and that they are prepared to adhere to the terms already agreed upon in the premises as between the Imperial and the Canadian Government.

I have, &c.

JOHN YOUNG.

Inclosure 7 in No. 8.

His Excellency the Governor-General to Lieutenant-General the Honourable James Lindsay.

*Governor-General's Office,
Ottawa, May 7th, 1870.*

IN my letter to you of the 2nd instant, I conveyed to you the formal authority of the Government of the Dominion for the expedition to the North-West.

2. Yesterday I received the following telegram from Lord Granville, conveying the sanction of Her Majesty's Government for the use of the Queen's troops :—

"The troops may proceed."

3. Now, therefore, it only remains for me formally to request you to organize and start the expedition in accordance with the agreements and arrangements which have been made on the subject, and with which you are acquainted.

I have, &c.

JOHN YOUNG.

Inclosure 8 in No. 8.

GENERAL ORDERS.

Montreal, 10th May, 1870.

1. IT has been decided that a Force of Regulars and Volunteers shall be sent to the Red River Settlement.

2. Colonel G. J. Wolseley, Deputy Quartermaster-General, has been appointed, with the approval of His Excellency the Governor-General, to command the Expedition.

3. The following Staff Officers to the Force have been appointed :—

Brevet Lieut.-Col. Bolton, R.A., Deputy-Assistant Adjutant-General.

Major McLeod (Active Militia), Assistant to Dep.-Assist. Adjt.-Gen.

Captain Huyshe, R.B.

Lieutenant F. C. Denison (Active Militia) } Orderly Officers.

His Excellency the Governor-General having placed his Military Secretary, Lieutenant-Colonel McNeill, at the disposal of the Lieutenant-General, he will be attached to the Staff of the Expedition.

4. The following Control Officers to the Force have been appointed :—

1. Assistant-Controller M. B. Irving (in charge between Fort William and Fort Garry).

2. Purveyor Mellish.

3. Deputy-Assistant Commissary-General Meyer.

4. Deputy-Assistant Commissary-General Beamish.

5. Deputy-Assistant Superintendent of Stores Jolly.

Captain Money, R. C. Rifles, Acting Deputy Commissary.

Captain Peebles (Active Militia), Acting Deputy Commissary.

Lieutenant C. C. Smyth, R. C. Rifles, Acting Assistant Commissary.

5. The following Medical Officers to the Force have been appointed :—

Surgeon-Major Young, M.D., 1st Batt. 60th Rifles, Principal Medical Officer.

Assistant Surgeon Oliver, M.D., 1st Battalion 60th Rifles.

" " Shaw, M.D.

" " Robertson, M.D.

" " Chatterton, M.D.

6. The force will consist of—

A Detachment Royal Artillery, under Lieutenant Alleyne.

A Detachment Royal Engineers under Lieutenant Heneage.

7 Companies of the 1st Battalion 60th Rifles under Colonel Fielden.

A Detachment Army Hospital Corps and Army Service Corps under Assistant Controller Irving.

A Battalion of Militia under Lieutenant-Colonel Jarvis, D.A.G. Militia, 3rd District.

A Battalion of Militia under Lieutenant-Colonel Casault, D.A.G. Militia, 7th District.

7. The whole of the troops will be held in readiness to move at short notice to Toronto, where the Force will be organized.

8. The Inspector-General of Hospitals will arrange for a careful medical inspection of all men selected for the Expedition.

9. The following daily ration is granted from the date of the Force leaving Toronto, and will be issued free of charge to non-commissioned officers and men.

No working pay will be issued, except to men employed by the Public Works Department.

Daily Ration.

1 lb. Biscuit, or $1\frac{1}{2}$ lb. of Soft Bread.

1 lb. Salt Pork, or $1\frac{1}{2}$ lb. of Fresh Meat.

2 oz. Sugar.

1 oz. Tea.

$\frac{1}{2}$ oz. Salt (when fresh meat is issued).

$\frac{1}{3}$ pint of Beans, or $\frac{1}{4}$ lb. Preserved Potatoes.

$\frac{1}{32}$ oz. Pepper.

Tobacco and soap will be provided by the Control Department for purchase by the Troops.

10. The Secretary of State for War, in consideration of the special nature of the service, has sanctioned the issue of the following necessities, free of cost, to all non-commissioned officers and privates of the Regular Force. A similar arrangement will be made by the Dominion Government for the Militia :—

1 Serge Frock.
1 Pair Serge Trousers.
1 Pair Ox Hide Boots.
2 Pairs Worsteds Socks.
2 Flannel Shirts.
1 Housewife.

1 Woollen Night Cap.
1 Cap Cover with peak.
1 Piece Musquito Netting.
1 Clasp Knife.
1 Tin Cup.
1 Tin Plate.

11. Extraordinary field allowance for six months will be issued to all officers herein appointed to take the field.

12. Officers will not be allowed under any circumstances to take civil servants with them.

13. Officers may take a limited amount of mess stores and cooking utensils as far as Fort William. Beyond that place each officer will be allowed 90 lb. weight only, which will include bedding, and cooking and mess utensils.

Owing to the peculiar nature of the service upon which this force will be employed, the Lieutenant-General desires that all company officers may be armed with rifles; they will carry 60 rounds of ammunition like the men.

14. Officers of both regulars and militia will be allowed to buy from the military stores any article of equipment they may require. Lists will be sent in by Commanding Officers to the Senior Control Officer on the spot.

15. The Control arrangement in connection with the Expedition will be made by Lieutenant-Colonel Martindale, Deputy Controller.

The sub-charge of Assistant Controller Irving will commence at Thunder Bay.

16. With the exceptions of communications on routine business and matters of accounts, the Official Correspondence connected with the force, after its arrival in Thunder Bay, will pass directly between the Commander of the Expedition, or the Senior Officer Commanding on the spot and the Lieutenant-General.

17. Colonel Wolseley will look to the Lieutenant-General only, for orders and instructions, which he will receive through the Staff or Control.

18. With reference to the General Order No. 5, of the 9th instant, the following officers will also proceed to Toronto:—

Deputy-Assistant Commissary-General Beamish, from Ottawa.

Deputy-Assistant Commissary-General Meyer, from Kingston.

By Order,

J. E. THACKWELL,

Deputy Adjutant-General.

No. 9.

Lieutenant-General the Honourable James Lindsay to War Office.

Sir, *Head-Quarters, Montreal, 27th May, 1870.*

I HAVE the honour to enclose you a copy of my instructions to Colonel Wolseley. Before issuing them I submitted to the Governor-General the paragraphs referring to the withdrawal of the troops, and the relations with the Lieutenant-Governor of Manitobah. His Excellency saw no objection to them.

These instructions, read in connection with Colonel Wolseley's orders to the force, which I also enclose, will explain the nature of the operations in hand.

I also enclose you a copy of a report I addressed to the Governor-General on the 23rd May, to be laid before his Ministers, which shows how far these operations are already in progress.

I have nothing to add to it. I expect to hear shortly from Colonel Wolseley at Fort William, and shall keep you constantly informed of what is going on. But as Colonel Wolseley proposes to push through himself to Fort Francis at once, organizing the boat service and passage of supplies and troops as he goes along, I shall not get any further reports from him for some time.

I have, &c.

JAS. LINDSAY, *Lieut.-General,*
Commanding Ontario and Quebec.

Inclosure 1 in No. 9.

EXPEDITIONARY FORCE TO RED RIVER.

INSTRUCTIONS for the guidance of Colonel Wolseley.

THE Governor-General having called upon me to furnish a detachment from Her Majesty's Army in Canada, for the purpose of forming, in conjunction with the Dominion Militia, an Expeditionary Force to the North West Territory, now called Manitobah, I have appointed you to the command.

1. The object of the expedition is explained in the following Extract of the Governor General's Speech, in which he closed the Session of the Parliament at Ottawa, on the 12th May last.

"The Military Expedition which it is necessary to send, will gratify and give confidence to all loyal and well-disposed persons."

"Her Majesty's Troops go forth on an errand of peace, and will serve as an assurance to the inhabitants of the Red River Settlement and the numerous Indian tribes that occupy the North-West, that they have a place in the regard and the counsels of England, and may rely upon the Imperial protection of the British Sceptre."

2. The Force will consist of about 1,140 men, and will be composed of detachments of the Royal Artillery, and Royal Engineers, Army Service Corps, and Army Hospital Corps, 7 companies of the 1st battalion 60th Rifles, and two regiments of Canadian Militia, of 350 rank and file each.

The Force will embark at Collingwood, on Lake Huron, as soon as the Dominion Government have made the necessary arrangements with respect to transport.

3. It will be necessary to disembark armed men and munitions of war at Sault St. Marie, and to re-embark them on Lake Superior, as the American Government will not permit them to pass through the canal, which is in the United States Territory.

As there is always a probability of an incursion of Fenians when so near the American Territory, it will be necessary that you should have a strong force of militia at this point, for the security of your stores, and to remain there until they are all gone forward. The armed steamer "Rescue" has been placed under your orders with this object.

4. The officer in command, and other officers, should cultivate cordial relations with the officers of the United States Army stationed at the Sault.

5. At Thunder Bay you will have for some time a large depôt of stores, and an hospital, and it is also your base of operations.

It will be necessary to secure your position against the possibility of a raid either from the Lake or the land side. You should prepare temporary defences. A strong company should, when the main body of the Force has moved forward, remain at this post, the Commander of which should be carefully selected for his discretion.

6. At Fort Francis you should collect stores for three months' consumption, which should be there before the Force again moves forward, so as that one month's consumption should be taken in the boats from that place, with a reserve of two months left in store.

An hospital should be established here, and good diet obtained if possible. A strong garrison, under a Commander of discretion, should be left here until the approach of winter.

7. The detail of the arrangements for an advance of the Force, and transport of stores from Thunder Bay, are left to your discretion. But care must be taken not to encamp on American ground, which is, during a portion of the route, on the opposite banks of the rivers and lakes.

8. In the event of your being able to go over the route to Fort Francis previous to the advance of the troops, it would be desirable that the Hudson's Bay agent should send a messenger to Fort Alexander, and the Red River extremity of Winnipeg Lake, to obtain information as to the state of affairs in the settlement, and as to the probability of obtaining supplies of fresh meat on arrival at Fort Garry.

9. Fort Francis being close to the American frontier, and within reach of the mines at Vermillion Lake, which are probably worked by Irishmen, precaution should be taken against predatory attack, and also against desertion.

10. Strict instructions should be given to officers and non-commissioned-officers in charge of boats, to control the men in order to prevent accidents, and they should not interfere with the voyageurs, who should receive respectful treatment. It will be better to lose some time than to risk life unnecessarily.

11. In your progress you should leave the means of keeping up the communication with the rear by distributing a certain number of boats on the lakes, by which means you will be enabled to transmit messages to me, and send for any further supplies you may require.

12. Before you arrive at Fort Garry, it would be desirable that some of the workmen of the civil engineers should have gone forward to make a road through the swamps, from the north-west angle of the Lake of the Woods; and after your arrival it would be desirable to employ some of the men of your Force in completing this line of communication, so that it may be used by the Regular Force on its return.

13. After you are established in Fort Garry, a portion of the boats should be employed in bringing up supplies from Fort Francis, so that you may have a month's

upply in Fort Garry, in addition to supplies of fresh meat and vegetables which you may get in the settlement, while there should be sufficient left in Fort Francis for the return journey of the Regular Force in September, and for the company remaining there.

14. You will make all necessary arrangements for housing the Militia Force during the winter, the expense of which will be borne by the Dominion Government. You will also take into consideration the possible contingency of a portion of the Regular Force remaining there.

15. It is the present intention of the Governor-General to visit the settlement in August, in which case I hope to accompany him.

In the event of my not being able to do so, you will order the Regular Force to commence its homeward march on or about the 20th August, and no order, except one received from me, in concurrence with the Governor-General, is to prevent you from carrying this into effect.

15A. During your advance from Toronto you will take no orders from any one except me, and I shall not interfere with your arrangements, relying on, and having the greatest confidence in your discretion.

16. The Lieutenant-Governor will probably arrive at Fort Garry soon after you are established there. He will be in the same relative position with respect to the Officer Commanding Her Majesty's troops and who is placed in command of the Dominion Force, as the Lieutenant-Governor of the Provinces of Ontario and Quebec are as regards myself, and will have no control over you, which can only be exercised by the Governor-General through the Lieutenant-General Commanding.

17. As, however, the territory of Manitoba is cut off by distance from immediate communication with the Governor-General, should the Lieutenant-Governor require exceptional military duties of you he must furnish you with a requisition in writing, detailing the object, and you will use your own discretion as to the course you may think it necessary to pursue.

18. Should any difference of opinion arise between the Lieutenant-Governor and yourself you must act upon your own discretion, and record it officially.

19. After your first arrival it is very desirable that the force should be encamped and kept together, and that you should keep a certain force under arms daily on duty, and at a later period recommend the distribution of the force for the winter in the manner you think best in a military point of view.

20. It will be part of your duty to take care that the Militia Staff Officers, and those officers attached to the force, are instructed in their duties by the Imperial Staff and Control Officers, so that they may undertake the duties efficiently on the removal of the Regular portion of the Force.

21. On the Regular Troops finally quitting the Settlement you will direct the Assistant Controller to take stock of all supplies and Imperial stores that remain, and deliver them over to the Militia Storekeeper, as well as all articles not required by the troops on their return; thus finally closing the account between the Imperial and Canadian Governments as regards supplies at Fort Garry. If not required, you have authority to dispose of them to the best advantage.

22. As regards supplies of fresh meat on your arrival at Fort Garry, I shall be guided to some extent by information which I have already asked for, and shall do all that I can to obtain an immediate supply, but this should not induce you to relax your own efforts in that direction. The Controller will alone be responsible for feeding the force until the 30th September. I have suggested that the Dominion Government should assume the responsibility after that date.

23. In conclusion, it will doubtless occur to you that owing to the mixed character of the Force, and its inexperience in the nature of the service, the proximity of the United States frontier, the peculiar character of Indians and voyageurs, great care will be required in enforcing strict attention to orders. Indians should be ceremoniously treated.

24. The Imperial character of the force, with entire freedom from all sectional feelings, should be maintained.

25. The possibility of opposition should be provided for, whatever news you may receive.

26. It is most important that none of the persons who had during the last winter taken part in the troubles at Red River should accompany the Expedition, and you will do all that lays in your power to prevent them doing so. I have to recall to your memory that both in public and in private certain of those gentlemen have expressed themselves anxious to take the opportunity of the advance of the Expedition to pay off their scores. You will therefore discountenance them in a public manner should they attempt so to fasten themselves upon you.

The Dominion Government has appointed Captain Cameron to take up a body of men to act as mounted police, but you will not permit him to precede or accompany your force.

JAS. LINDSAY,

Lieutenant-General Commanding.

Inclosure 2 in No. 9.

STANDING ORDERS for the Red River Expeditionary Force.

Toronto, 14th May, 1870.

1. THE Expeditionary Force will proceed from the end of the Thunder Bay Road to the Lake of the Woods in boats. It will move by detachments, consisting of one or more companies. To each company a brigade of 5 boats will be attached.

2. The boats will be numbered, 1, 2, 3, &c., &c., and the brigade will be distinguished by letters beginning at A.

3. In each boat there will be the following tools and equipment:—2 felling axes, 1 pick axe, 1 spade, 1 shovel, 2 hand axes, 2 flanders kettles, 2 frying pans, 2 sails, 2 boat-hooks, 2 spare oars, "making eight in all," 4 rowlocks, 1 set of blocks (single and double), 1 boat lamp, 6 thimbles for setting poles, 1 dipper, 1 rubber bucket, 1 boat-sponge, 2 cans paint (black and white), 5 lb. assorted boat-nails, 1 double tin oil can, 1 tin, with pitch, 1 tarpaulin, fenders, 60 fathoms tow line, 1 can mosquito oil, &c., &c.; spare plank and tools necessary for repairs. There will also be the cooking utensils, &c., of the boatmen, for which the coxswain of each boat will be responsible. In every boat there will be 30 days' rations for the soldiers and boatmen, besides, also, about 1 ton of surplus stores.

4. With each brigade of boats there will be a carpenter's chest of tools, and a fishing net.

5. The scale of rations for every one will be as follows:—1 lb. of biscuit, or $1\frac{1}{2}$ lb. of soft bread, 1 lb. of salt pork, or $1\frac{1}{2}$ lb. of fresh meat, 2 oz. of sugar, 1 oz. of tea, $\frac{1}{2}$ oz. of salt when fresh meat is issued, $\frac{1}{2}$ pint of beans, or $\frac{1}{2}$ lb. preserved potatoes, $\frac{1}{8}$ oz. pepper; the ration of flour, when issued, to be $1\frac{1}{2}$ lb.

6. In each boat there will be three voyageurs, one of whom will be the coxswain, and have entire charge of managing the boat.

7. The officer or non-commissioned officer in command of the men in each boat will render him every assistance in doing so, and any one going counter to his advice must understand that he is taking upon himself a grave responsibility which may possibly affect the safety of the whole party.

8. No one, under any pretence, will be allowed to sit on the gunwale of the boats, and all must learn to sit steadily, moving as little as possible when the boat is under weigh, particularly in rapid water. When under sail the sheets must never be made fast, they must invariably be held by the hand.

9. To prevent supplies being sent to wrong places, it must be remembered that all stores belonging to the Expedition have been divided into three classes, X., Y., Z., and marked accordingly; those marked Z. are to be taken with the force when it finally starts from Fort Francis; those marked Y. are to be left at Fort Francis, and those marked X. at Fort William.

10. Officers commanding companies will not allow, under any pretence whatever, any person not belonging to the force to be carried in the boats, unless he has a written permission, signed by the officer commanding the force or by Lieutenant-Colonel Bolton.

11. The officer in immediate command at the Shebandowan end of the road will be held strictly responsible that no unauthorized person embarks. He will attend at the departure of each brigade of boats to see this order rigidly carried out.

12. Detachments will be posted temporarily at various portages along the route for the purpose of facilitating the transport of supplies to Fort Francis.

13. They will carry out this duty as follows: They will daily send back to the nearest portage in rear a sufficient number of boats to carry 15 tons of stores; all the boatmen to be employed on this service, supplemented by as many soldiers as the Officer Commanding on the spot may consider necessary; all soldiers to take their arms and accoutrements with them.

14. One officer will invariably accompany the boats upon this duty, and will take with him at each trip supplies sufficient for the crews for three days, together with a portion of tools, &c. The remainder of the detachment to be employed daily in carrying over the portage at their post the 15 tons of stores brought up by the boats on the previous day, and loading them in the boats sent back to receive them by the detachment in front.

15. The day after each detachment has reached its position it will commence operations by sending back for the surplus stores of the detachment in rear. This will be continued daily until all the reserve supplies for Fort Francis have been sent forward.

16. The greatest possible care will be necessary in loading and unloading the boats to guard against their being injured. The Indian voyageurs having had great experience in loading canoes, their advice is to be attended to in this matter.

17. Every one concerned must remember that the success of the undertaking depends upon these boats; and if those provided are rendered unserviceable, they cannot be replaced.

The Colonel Commanding will therefore have no alternative but to leave behind the crews of any boats that are rendered unfit for use.

18. Colonel McNeill will be stationed at the Shebandowan end of the road. Special instructions will be issued to him for his guidance.

19. Mr. Meyer will be the Control Officer there, to superintend the shipment of stores.

He will be responsible for the loading of the boats, and will decide also the description and amount of stores to be sent with each, in addition to those laid down as forming the equipment of each boat. He will hand over to the Captain of each company, the evening before he starts, the complete equipment of his brigade of boats, receiving a receipt from him for it. The Officer commanding the company will make an exact copy of the list in his pocket-book, specifying therein how he has distributed the stores, &c., by boats, and the name of the officer or serjeant in charge of each boat.

20. Mr. Meyer will also hand over to every officer commanding a company, rations complete for his men and voyageurs for 30 days, taking a receipt for the same; a list of these provisions to be also entered by the captain in his pocket-book. These provisions must be distributed throughout the boats, so that in each boat there will be 30 days' rations for every one in it.

21. Mr. Meyer will also hand over to every officer commanding a company, as much surplus supplies (about 2,000 lb. weight for each boat) as his boats can conveniently carry—Mr. Meyer to be the judge on this point—giving him an accurate list of the articles, which will be sent on with the stores when they are passed forward beyond the portage where the Company is to be temporarily stationed on the line of route. This list will be signed as correct, or otherwise, by all the officers commanding at the several portages when the stores pass through their posts; any article deficient to be noted on the list.

22. After the last detachment has left, the stores noted in the margin will be shipped with as little delay as possible at the rate of 15 tons a day. One, or, if possible, two days before the last 15 tons are to be despatched from Shebandowan Lake, Colonel McNeill will notify in writing, to all the posts in advance, stating when the last of the reserve stores will be sent through. He will send a written Memorandum with the last 15 tons, saying they are the last.

Barrels of flour.
Barrels of pork.
Bags of biscuits.
Chests of tea.
Barrels of sugar.
Bags of beans.
Tins of pepper.
Bags of salt.
Tins of potatoes.

Upon receipt of this information (which will be signed by the Officer Commanding each Detachment, and forwarded on to the next post) Officers Commanding at all posts on the line between Shebandowan and Fort Francis will proceed without delay to the latter place, taking on with them their boats and all their equipments, and the remains of the thirty days' provisions sent originally with them.

23. Upon reaching Fort Francis, they will complete their boats with 30 days' rations for all persons in them, and will embark such surplus stores as the Control Officer, Mr. Mellish, may indicate.

24. As soon as the detachment left at Bear Portage reaches Fort Francis, the 200 men of the 1st Battalion 60th Rifles, which had been stationed there during this movement, will start for the Rat Portage to work at it.

25. By these arrangements the last detachment (that left at Shebandowan Lake) will reach Fort Francis the day after the last 15 tons of the reserve supplies to be stored there reach that place.

26. The detachments from Fort Francis will severally start from thence as soon as relieved by the detachment coming up in rear.

27. Fresh instructions will be issued at Fort Francis with reference to the forward movement from that place.

28. In case of a man falling seriously ill, or being seriously injured whilst the troops are moving to their several stations, the Medical Officer with the detachment will decide whether the illness or injury is of such a nature as to prevent the man from proceeding further. If he pronounces the man as likely to be unfit for work for some time to come, he is to be left behind at the nearest portage where a detachment is to be stationed, in charge of a non-commissioned officer and one man, who will take their arms, accoutrements, &c., &c., with them. A week's provisions to be left for the three men. All Officers Commanding detachments passing by them to see that they have always that quantity in their possession.

As soon the detachment to be stationed at the portage where the sick man has been left arrives, he will be sent with the returning boats to the rear, to be forwarded on to the hospital at Fort William.

If there is no Medical Officer with the detachment, the sick man will be left behind in a similar manner until the arrival of a detachment having a doctor with it.

In both cases the non-commissioned officer and private left with the man will proceed on to join their company as soon as the man has been sent to the rear.

The Officer Commanding the 12th detachment, whilst *en route* between his post at the Kashaboiwe Portage and Fort Francis, will use his own discretion as to whether he will send serious cases of illness to the hospital at Fort William, or take them on with him to Fort Francis. If he can possibly do so he should send them to the former place.

29. Officers commanding detachments, from the time of their embarking at Shebandowan, will keep a journal of their route, entering the exact hour they start each morning, the hours they halt for meals and start again, the time they reach their halting place for the night, giving the name of the place, the state of the weather, whether they used oars or sails during the day, &c., &c. All irregularities committed by their men to be recorded. They will also state whether they found the fires made by the previous detachment still burning or not.

30. The officers commanding the several detachments posted at the portages will encamp their men in as compact order as possible on the end of the portage nearest to Fort

Francis, except when from the marshiness of the ground, or other peculiar causes, there are good reasons for departing from this order.

They will pile up their provisions close to the landing place, at the Fort Francis side of the portage, covering them over with the boat tarpaulins, and doing everything in their power to protect them from the weather.

The boats will remain on the Shebandowan side of the portage, every precaution being taken to secure them at night by their painters to the shore. When there is a good beach they should be hauled up for the night, being launched every morning.

31. Each detachment will have a guard, consisting of at least three men per company. They will mount with arms and accoutrements. Up to Fort Francis the arms for the other men will remain in their arm chests, unless when for special reasons the officers commanding detachments may consider it necessary for the men to keep their arms in the tents.

The arms, if kept in these arm chests, must be frequently inspected by the Captains of companies, to see that they are free from rust, and in good and serviceable order.

32. The greatest possible precautions to be taken to guard against the woods being set on fire.

The cooking places will be established as near the water as possible, and no other fires are to be allowed in the camp without the express permission of the officer commanding the detachment, who will assure himself, before giving such permission, that there is no danger to be apprehended.

When on the move, officers commanding companies will be held responsible that all fires are extinguished previous to their leaving a camp.

33. As a rule, the reveille will sound at 3 A.M. every morning, and the boats will start as soon after that as possible, the men to have some hot tea before starting. The boats of each brigade must keep as near together as possible, the Captain with his Bugler being in the leading boat; the senior Subaltern and a Serjeant in the rear boat.

A halt of one hour will be made at 8 A.M. for breakfast; another halt of an hour at 1 p.m. for dinner. Officers commanding companies may, of course, depart a little from these hours for meals, but under no circumstances is more than an hour to be allowed for each meal. They will always halt for the night at least one full hour before dark, so that there may be ample time to establish the camp for the night. When on the move it is not advisable to pitch tents except when it rains or threatens to do so—even then the smallest possible number should be pitched.

34. When it is necessary to track the boats, the crew will be divided into two parties, each consisting of four or five soldiers and one voyageur. Serjeants are not to be employed in tracking.

These two parties to relieve one another every two hours. Officers and non-commissioned officers in charge of boats will see that the men returning to the boats after tracking, put on their serge frocks at once, which are not to be removed for at least half an hour afterwards.

35. All officers belonging to this Force will be most careful in impressing upon those under their command the great necessity there is for cultivating the good will of the Indians and others employed as voyageurs.

Colonel Wolseley will punish with the utmost severity any one who ill treats them.

The same rule applies to all Indians who may be met on the line of route.

It must be remembered that the Government has made a treaty with them securing the right of way through their country; all are therefore bound to protect them from injury, and it is of special importance that our intercourse with them should be of the most friendly nature.

No Indians but those actually attached to the Force are to be allowed to pass the night in our camps.

G. J. WOLSELEY, Colonel,
Commanding Expeditionary Force.

Inclosure 3 in No. 9.

Lieutenant-General the Honourable James Lindsay to His Excellency the Governor-General.

Sir,

Montreal, 23rd May, 1870.

I HAVE the honour to inform your Excellency that on Saturday, the 21st May, Colonel Wolseley left Collingwood for Thunder Bay with the greater part of the Red River Expeditionary Force, and that the remainder of the Regulars were to follow him to-day, 23rd May.

Eighty-eight horses, 46 teamsters, and 80 voyageurs accompanied this part of the force.

Four Companies of the 1st Battalion Militia had been provisionally sent to the Sault St. Marie under Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General, upon the receipt of the news that the American Government had closed the Canal against Canadian ships for the purpose of forwarding stores across the portage and preserving them from attack.

The three remaining Companies of that Battalion will leave Toronto with 12 teamsters and 24 horses on Friday, the 27th May, or the following day.

The 2nd Battalion Militia will then go on in the regular trips of the "Algoma" and "Chicora," or in the "Prince Alfred" or "Rescue," together with the remainder of the horses and oxen.

It is hoped that the Force, men, stores, &c., will have left Collingwood by the 1st June.

At Thunder Bay a military post with hospital will be established, and a line of communication with Fort Francis will be opened.

The Force will then be passed through to Fort Francis (where another military will be established), beyond which it will not advance until sufficient supplies shall have been collected there to enable it to start with about 30 days' supplies in the boats, leaving a reserve of not less than 60 days at Fort Francis.

The forward movement will then be made to Fort Garry.

I enclose a copy of Colonel Wolseley's orders to his Force, which explains the general nature of the operations.

It is presumed that upon the Force reaching Fort Garry the Lieutenant-Governor will appear upon the scene; Colonel Wolseley will then be ready to give every assistance in his power to the Militia portion of his Force in laying in supplies for the winter, and arranging for housing the Canadian troops as comfortably as possible, &c. He will require authority, however, to incur the necessary expense, as already pointed out in my letters R. R. 30, R. R. 31 of 17th May, 1870.

Colonel Wolseley has my imperative orders to arrange for the regular part of the force to leave Fort Garry upon its return to Canada between the 20th August and 1st September. With this view I have desired him to make it a special point to instruct the Militia Staff and Control Officers in their duties.

Colonel Wolseley has also been instructed to take orders on all subjects from me only, but as he will be separated from me, I have, of course, left something to his discretion. On the subject of the return of the troops, however, I have given him no latitude whatever.

I have, &c.

JAMES LINDSAY,

Lieutenant-General Commanding.

No. 10.

The Colonial Office to the War Office.

Sir,

Downing Street, 9th June, 1870.

I AM directed by Earl Granville to transmit to you, for the information of Mr. Secretary Cardwell, extracts of a despatch from the Governor-General of Canada, relating to the Expeditionary Force proceeding to Fort Garry.

I am, &c.

FREDERIC ROGERS.

Inclosure in No. 10.

EXTRACT of a Despatch from Sir J. Young to Earl Granville, dated Ottawa, 19th May, 1870. No. 97.

"4. COLONEL WOLSELEY, who is to command the Expedition, leaves Toronto with Her Majesty's Troops on the 20th instant, and they go on as quickly as possible to Fort William, at the head of Lake Superior.

"I telegraphed to him yesterday to send me, for your Lordship's information, a short statement of his probable movements. He replied as follows:—

"There are 200 of the 1st Battalion of Volunteers, and the gunboat 'Rescue,' at the Sault.

"All the Regular Troops will be at Fort William on the 26th of May; a post will be formed there, and fortified.

"It is hoped that all the Volunteers and stores will have reached Fort William by the 10th June.

"Expect to reach Fort Garry with entire force about 1st August, and to leave with Regulars between 20th and 25th August, so as to reach Toronto by 1st of October."

"I also send a copy of the orders which he has issued."

"A temporary difficulty occurred in consequence of the stoppage by the American Authorities of the steamer "Chicora" at the Sault St. Marie Canal, which runs through American territory, connecting Lake Huron with Lake Superior. She had no warlike

"stores whatever on board, the Canadian Government having from the very first decided not to attempt the sending of any such stores, much less of troops, through this canal. At the request of my Ministers, therefore, I addressed a representation to Her Majesty's Minister at Washington, and I am happy to be able to report that the United States Government has very promptly sent instructions to allow the "Chicora" and vessels of the same class to pass through the canal.

"5. I have placed the services of Lieutenant-Colonel McNeill, V.C., my Military Secretary, at the disposal of General Lindsay, for the Expedition. He will report fully to me as occasion offers along the route, and I shall forward his reports to your Lordship for your information."

No. 11.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir,

11th June, 1870.

I HAVE laid before Mr. Secretary Cardwell your letter of the 27th ultimo enclosing copies of a correspondence which had passed between yourself and the Governor-General of Canada, on the subject of sending a Military Expedition to Red River, and detailing the measures which you had taken for organizing and preparing the Expedition.

Mr. Cardwell observes that you have not had time to make the communication to him as to the probable estimate of the expenditure connected with this Expedition, which, as stated in my letter to you of the 5th ultimo,* he would expect to receive by post.

I am, &c.

EDWARD LUGARD.

No. 12.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir,

22nd June, 1870.

I AM directed by Mr. Secretary Cardwell to state to you that he has received with satisfaction the full and detailed accounts which your despatches by the last mail give of the arrangements made by you, in conjunction with the Government of the Dominion of Canada, for the conduct of the expedition to Fort Garry. These arrangements seem to Mr. Cardwell to be judicious, and well calculated to meet the difficulties which necessarily attend such an expedition.

By a telegraphic message Mr. Cardwell authorized you to retain the Rifle Brigade in Canada until the close of the autumn, in consequence of the increased force which you had thought it expedient to detach for the expedition, and the possibility that the discomfited Fenians might direct some effort against some portion of the expedition, and render it desirable for you to have a larger force of regulars left at your command than would have been the case if the original intention, with respect to that battalion, had been persevered in.

The Secretary of State does not anticipate that any other expense will have been caused by this change than that to which reference was made in my despatch of the 16th instant,† directing you to exercise your discretion in filling up the "Crocodile" as far as possible.

I am, &c.

EDWARD LUGARD.

No. 13.

Lieutenant-General the Honourable James Lindsay to the War Office.

Sir,

Head-Quarters,

Montreal, 3rd June, 1870.

I HAVE the honour to enclose you a copy of a letter that I addressed to His Excellency the Governor-General, on the subject of the division of expenses of the Red River Expedition between the Imperial and Canadian Governments.

* No. 7.

† Not printed.

The first object of this letter is to lay down what expenses should be shared between the two Governments in certain proportions, and the second to get a statement in detail of all such expenses already incurred by Canada.

I have not said anything to the Governor-General as to the charges consequent on the Command and Administration of the force.

The expenses under these heads will be small only, and should, I submit, be borne by the Imperial Government, who have assumed through me the responsibility for the safety of the expedition.

If there is any delay in giving me the statement, I shall send a Control Officer to Ottawa to get it, and go there myself to hasten matters.

On its receipt I shall furnish you with an approximate estimate of the funds required from Parliament.

I understand that it is decided that the Imperial Government will pay one-fourth of the General Expenses.

I infer this not only from the despatches between the Secretary of State for the Colonies and His Excellency the Governor-General, but from the proportion which the Regulars bear to the Militia.

In arriving at this proportion, the 140 additional Regulars must count with the Militia, for the Canadian Government has engaged to pay all their extra expenses.

I have, &c.

JAS. LINDSAY, *Lieutenant-General,*
Commanding Ontario and Quebec

Inclosure 1 in No. 13.

Lieutenant-General the Honourable James Lindsay to His Excellency the Governor-General.

Sir, *Montreal, 21st May, 1870.*

I HAVE the honour to draw your attention to the necessity of coming to an early understanding as to the division of the expenses of the Expedition to the Red River Settlement between the Imperial and Canadian Government.

I understand that the Imperial Government has agreed to meet the expense entailed by 250 Regulars joining the Expedition, and the Secretary of State for War has sanctioned the employment of 140 additional Regulars in lieu of an equivalent number of Militia, provided that all extra expenses of more than 250 Regulars shall be borne by Canada.

There is a certain class of expenses which can be kept entirely separate without difficulty, such as pay, personal equipment for men (see inclosure A), and field allowance for Officers.

These expenses would, in the case of Regulars, fall at once on Army funds, those applying to the 250 Regulars remaining chargeable thereto, while any extra expense on this account for the 140 additional Regulars would be recovered from Canada.

In the case of Militia these expenses would fall at once on Canada, and remain chargeable to her.

But the general expenses will have to be brought into one statement, in order that the expenditure may be hereafter adjusted according to the proportion which may be agreed upon between the two Governments.

It is first necessary, however, to decide what expenses should be admitted in this "Red River Expedition General Account," and it is desirable to do so at once, as I see that the funds provided by the Canadian House of Commons "for opening communication with, establishing a Government in, and providing for the settlement of Manitoba," are included with those granted for the Expedition in one sum.

The expenses attending the transportation of the Expedition are therefore necessarily mixed up with those for opening up the new province.

I apprehend that it is perfectly clear that the making, improving, and keeping in order, the roads and portages, under Mr. Dawson, are expenses which are not chargeable to the Military Expedition, but form part of the system of communication which is to connect the provinces, in order that the Dominion may be independent of the route through the United States.

The expenses, however, entailed by providing, placing, and maintaining land and inland water transport for the Expedition on the route, in full working order throughout the summer, or until the Regulars shall have returned to Thunder Bay, appears to me to be in a great measure, but not altogether, chargeable to the Expedition, because the value of this transport at the conclusion of the Expedition will have to be taken into account.

As regards the supplies, stores and "matériel," and "personnel" for transport for the expedition, the arrangement which I understand to be in force is as follows:—

The Dominion Government will in the first instance pay—

1st. For all which has been obtained by their agents, including cost of carriage to Collingwood.

2nd. For the steamers hired by them on Lakes Huron and Superior.

3rd. The pay of voyageurs and teamsters until arrival at Thunder Bay.

The Control Department will in the first instance pay for all supplies, &c., obtained by it, including carriage.

All further supplies, &c., are to be obtained by the Control Department, which also provides all stores and equipments for the expedition, except personal equipment of the Militia.

The further arrangements which I propose are, that—

1st. To avoid a broken period the Control Department will not commence to pay the teamsters and voyageurs until the 1st June next.

2nd. The Control Department will in the first instance pay all claims on account of the expedition, while at the Sault St. Marie, at Thunder Bay, along the route to and at Fort Garry, until the Regular Troops leave Fort Garry—say until the 30th September next.

From this will of course be excepted any money payment to the Militia, and to Mr. Dawson, and the workmen employed under him,

3rd. The Control Department will further make all payments on account of that part of the expedition which does not remain at Fort Garry until the expedition terminates.

4th. The Control Department will make advances from the Treasury chest to the Agents of the Dominion Government at Thunder Bay and Fort Garry, until the Regular Troops leave the last of those places, should you now signify to me that the Dominion Government wish this to be done.

I desire therefore to be made acquainted with the views of the Canadian Government on this subject; and by way of bringing under view the whole of the expenses, which will become the subject of adjustment afterwards, I request to be furnished with a detailed tabular statement as soon as possible up to the 31st May, of the expenditure incurred up to that date by the Dominion Government on account of the expedition.

I will inform you in the same way what expenses have been incurred by the Control Department.

I bring this subject before your Excellency in order that a principle may be arrived at on which a further adjustment may be made, and that I may be able to furnish the Secretary of State for War as soon as possible with an approximate estimate of the charge which will fall upon the Imperial Government.

It is essential that I should do this while the Imperial Parliament is sitting.

I have, &c.

JAMES LINDSAY, *Lieut.-Gen. Commanding.*

Enclosure 2 in No. 13.

A.

EQUIPMENT, RED RIVER.

The following articles will be considered personal equipment:—

Arms and Accoutrements.

One short Snider Enfield rifle with sword bayonet and accoutrements complete, and 60 rounds service ammunition.

Personal Equipment.

1 knapsack.	1 great coat.
1 haversack.	1 forage cap with white covering and peak front and rear.
1 water bottle.	1 pair of ankle boots.
1 tin plate.	1 pair of beef boots.
1 mug.	1 serge blouse.
2 blankets.	1 pair serge trousers.
1 waterproof sheet.	1 musquito net.
1 tunic.	1 clasp knife.
1 pair of trousers.	

Kit.

1 cholera belt.	1 holdall.
1 linen bandage.	1 brush for each man, of different kinds.
2 flannel shirts.	1 comb.
2 pairs of socks.	1 piece of soap.
1 pair of braces.	2 darning needles.
2 linen shirts.	1 hank of thread.
1 knife, fork, and spoon.	2 ordinary needles.

Additional for Winter.

1 tunic and pair of cloth trousers.	2 knitted under shirts.
1 seal-skin cap.	2 pairs knitted drawers.
1 pair mits.	1 muffler.

No. 14.

War Office to the Colonial Office.

Sir,

21st June, 1870.

I AM directed by Mr. Secretary Cardwell to transmit, for the information of Earl Granville, the accompanying copy of a despatch, with its inclosure, which has been addressed to this office by Lieutenant-General the Honourable James Lindsay, on the subject of the division, between the Imperial and Canadian Governments, of expenses of the Red River Expedition.

Mr. Cardwell considers it important that he should be informed, before the Session closes, of the exact state of the expenditure on this account, and that while the detailed particulars will no doubt be transmitted to this office by General Lindsay, he is desirous to know whether he may proceed upon the assumption that the arrangement on which the Expedition has been sanctioned by Earl Granville is, that the expense of 250 regular troops only shall be a charge on the Imperial Exchequer, and that there will be no advance expected from the Military Chest for the expenditure of the Forces of the Dominions.

I am, &c.

EDWARD LUGARD.

No. 15.

The Colonial Office to the War Office.

Sir,

Downing Street, 23rd June, 1870.

I AM directed by Earl Granville to acknowledge your letter of the 21st of June, requesting to be informed whether Mr. Cardwell may proceed on the assumption that the arrangement on which the expedition to the Red River has been sanctioned by Lord Granville is, that the expense of 250 regular troops only is to be a charge on the Imperial Exchequer, and that there will be no advance expected from the Military Chest for the expenditure of the Forces of the Dominion.

I am to state that according to Lord Granville's construction of the correspondence which has passed between the Imperial and Canadian Governments, the Imperial expenditure is to be limited to the cost of 250 British Troops; and that he has never held out to the Canadian Government any expectation of advances from the Military Chest.

As, however, the language of the telegrams leaves an opening for argument, it may be well to explain the state of the correspondence for General Lindsay's information.

The force originally proposed was not more than 1,000 men. A confidential minute of the Canadian Privy Council, which reached the Secretary of State on the 2nd of March, stated that it was believed "that a force of 1,000 men of all arms would be more than sufficient."

On the 11th of April, Sir John Young proposed, by telegraph, that Canada should pay "a reasonable proportion, say three-fourths of the Expedition," of this force (presumably not more than 1,000 men).

On the 20th of April, Lord Granville telegraphed the condition that "Her Majesty's Government should pay only the expense of British Troops not exceeding 250" (i.e. one-fourth of 1,000 men), and Canadian Government the rest, not sending less than 500 men."

On the 28th of April, Sir J. Young telegraphed that 390 of the Troops should be British Regulars, and that "Canadian Ministry agreed to this, and still engaged to pay three-fourths of Expedition."

And General Lindsay telegraphed at the same time to the War Office that he had "arranged with the Canadian Government that all extra expenses of more than 250 Regulars shall be borne by Canada."

Afterwards the number of the expedition was raised above 1,000, so that three-fourths of it would be more than 250.

Lord Granville considers that Sir John Young's telegram of the 28th of April was intended as a request that the composition of force should be altered, coupled with an engagement that this alteration should not impose on Her Majesty's Government any increase of pecuniary liability beyond the expense accepted by him of 250 men. And it is plain that this was also General Lindsay's understanding. He anticipates that it will be found to be that this is also the view of the Canadian Government, who could not have intended, while appearing to limit the responsibility of the Home Government, to give themselves in effect an indefinite power of increasing it by augmenting their own force.

Lord Granville will send a copy of this correspondence to Sir John Young.

I am, &c.

FREDERIC ROGERS.

No. 16.

The War Office to Lieutenant-General the Honourable James Lindsay.

Sir,

23rd June, 1870.

I AM directed by Mr. Secretary Cardwell to acknowledge the receipt of your letter of the 3rd instant, enclosing the copy of one which you had addressed to the Governor-General, on the subject of the division of expenses of the Red River Expedition between the Imperial and Canadian Governments, and stating that so soon as you received the information therein asked for, you would furnish the Secretary of State with an approximate estimate of the funds required from Parliament. In reply, I am desired by Mr. Cardwell to state that he communicated your letter and its enclosures to the Secretary of State for the Colonies, and has received from him the answer, which I enclose, and from which you will learn the view of Her Majesty's Government as to the agreement between the Imperial Government and the Government of the Dominion, as regards the expenses of the Expedition.

I am desired by Mr. Cardwell to request that, if the estimate to which you refer has not been already dispatched, you will forward it at the earliest possible opportunity.

The form must be that adopted for the annual estimates, under the heads applicable to this service; covering the whole cost of the expedition from its commencement to the period at which the extraordinary charges may be expected to cease. The proper proportion of the expenditure should, as far as may be practicable, be ascertained in Canada in communication with the Colonial authorities, in order that it may be known as accurately as possible what amount will have to be provided from Imperial resources.

You will be so good also as to transmit by the earliest opportunity, if not already transmitted, an abstract of actual expenditure, Colonial and Imperial, to the end of May, and, so long as the joint expedition lasts, you will transmit a similar abstract monthly, by the earliest opportunity after the last day of each succeeding month.

I am to add that it would be desirable that arrangements should be made by which the monthly statements of expenditure should be seen by an Officer on behalf of the Colonial Government, and their accuracy confirmed by him, in order that when the final settlement is made, there may be no questions in dispute on matters of fact.

I am, &c.

EDWARD LUGARD.

No. 17.

Lieutenant-General the Honourable James Lindsay to the War Office.

Sir,

Head-Quarters, Montreal, 10th June, 1870.

REFERRING to my letter, E 2,448, of 27th May, I have the honour to enclose you a copy of a further Report which I have addressed to his

Excellency the Governor-General, respecting the progress of the Red River Expedition.

I have, &c.
JAS. LINDSAY, *Lieutenant-General,*
Commanding Ontario and Quebec.

Inclosure 1 in No. 17.

Lieutenant-General the Honourable James Lindsay to His Excellency the Governor-General.

Sir, *Montreal, 7th June, 1870.*

REFERRING to my Report, R. R. 40, of 23rd May, 1870, I have now the honour to inform your Excellency that Colonel Wolseley arrived at Sault St. Marie on Monday, 23rd May.

He reports that the United States garrison there consists of 250 men, and that our Officers and the United States Army Officers are on the most cordial terms.

The position of our Camp, though low; is otherwise favourable, and very strong.

The impression there is that an attempt will be made by Fenians to destroy some of our vessels on Lake Superior, and as a precautionary measure, a guard is put upon every vessel, and half the men are accoutred at night.

Colonel Wolseley reached Thunder Bay on the 25th May.

He reports the camping ground as limited, but dry. A recent fire had caused very great damage, and as some of the smaller bridges had been burnt, some delay would be occasioned.

The steamers have to anchor 400 yards from the Wharf. A good scow had been built on the spot for landing stores and horses. The weather was fine.

I now inclose a copy of the last Report received from Colonel Wolseley, dated 27th May, at Prince Arthur's Landing, which gives a very complete account of the road to Shebandowan. Also a copy of a telegram received from him this day, and dated Prince Arthur's Landing, 1st June.

From Lieutenant-Colonel Bolton, D. A. A. G., who is at Sault St. Marie, I have several Reports.

It was on the 19th May that the Officer Commanding the United States troops at Fort Brady informed him that the Canal was open to the passage of vessels on certain conditions.

On the 24th May much delay and inconvenience resulted from the proceedings of the Captain of the "Francis Smith," and the correspondence on that subject is enclosed.

This failure of the "Francis Smith" to fulfil her engagement necessitated the despatch of an agent to other points to try and hire a vessel in her place.

On the 28th May the United States Commanding Officer declined to allow the "Prince Alfred" to pass through the Canal, though she had been disarmed.

On the same day Lieutenant-Colonel Bolton reports a case of scarlet fever in camp, but otherwise all well.

Colonel Fielden, 60th Rifles, who is in command at Toronto, completing the arrangements there, reports under date 29th May:—

"The Ontario Battalion has made great progress, and is complete in numbers. Its men have begun to practice with ball.

"The Quebec Battalion does not fill. Four men have volunteered to it from the Corps at the Sault."

His latest Reports are dated 1st and 5th June. I inclose a copy of them.

From these documents your Excellency will learn that in the course of the present week Colonel Fielden, with the last part of the men, supplies, stores, horses, boats, &c., will leave Collingwood for Prince Arthur's Landing on Thunder Bay.

I beg, however, to draw very particular attention to what Colonel Fielden says respecting the want of voyageurs.

I have, &c.

JAS. LINDSAY,
Lieutenant-General Commanding.

Inclosure 2 in No. 17.

*Prince Arthur's Landing, Thunder Bay,
Friday, 27th May, 1870.*

YESTERDAY morning I started off on horseback along the road in company with Mr. Russell, the engineer, who has been employed upon it all the spring. The following will describe what I saw:—

One mile from the bay there is a bad sandy hill with steep gradient, and so deep that it is very hard upon horses. It is part of the old road, which was badly laid out as far as I can judge.

A road is now being made round it which will be a great improvement; it is at present the only really bad pitch on the 31 miles that I inspected between the bay and the Kaministiquia River (called 21½ miles, but in my opinion at least 23 miles). The road is very fair as a clay or sand road; there are no bad places wherever it passes through swamps; it has been ditched and fascined. There are four settlers on this section who have begun clearances for farms on ground that has been burnt over many years ago, and over which fire has evidently passed several times since. The fire which raged through these woods for three days last week has done a great deal of harm to the road, it burnt the greater number of the culverts and small bridges. All these have been repaired since so as to be passable for teams, and although as a permanent work they are poor affairs they will answer our purpose very well. The most serious damage done has been where the road has been cut out along the hill sides, where the made portions have fallen in from the crib work being burnt through.

The fire has in many places gone right through the fascines and corduroy work on the raised parts of the road where it runs through low ground; all this damage has now been temporarily repaired in such a manner that wagons have been going over it yesterday and to-day. The bridge over the Kaministiquia River is a very good one about 360 feet long; river unfordable. From thence to the bridge over the Matawin River (about five miles), the road is of a different character, being only made wide enough for one wagon. It is in some places still rough but it is quite practicable for any wagon. Beyond the Matawin, for the five or six miles that I went, the road is in some places very bad, but they are at work upon it, and when the bad places have been corduroyed over (which they will be within three or four days) all wagons can go over it easily. At present six wagons go over it to within four miles of where the boats are to be launched. A creek of about 70 feet in width has yet to be bridged over there, upon which work will be begun to-morrow or Monday. Altogether the road is better than I expected, although somewhat longer, for instead of being 40 it is certainly 45 or 46 miles long. To-morrow morning I intend starting off two companies of 60th. One to be stationed at the bridge over Kaministiquia River, where I am going to establish a depôt of provisions, moving on all my stuff there, or at least as much of it as I can until all the road is ready for traffic. The other company I intend stationing at a lake 15 miles from here. Both these companies are to work on the road. I am starting off one or two boats to-morrow as an experiment; those I am going to send on to Matawin Bridge, where I shall land them to prevent fire. There is no clearance there, so I dare not make any large collection of stores there. At Kaministiquia Bridge there is a large safe clearance where I can collect any quantity of stores in safety. Fire is a serious element that must come into all our calculations.

All the men are busy from morning until evening at fatigue labour, unloading the boats and stacking away the provisions, &c., so I shall not be able to begin my stockade work at present. I hope the weather which is still lovely may continue so until all the stores are landed, for with a wind blowing on shore the captains of these steamers are afraid of coming in near the shore, and even the tug fellow is in a funk about his "bottom," for a regular sea sets in sometimes which bumps the boats about.

Mr. Simpson, M.P., started to-day for Fort Francis, in a canoe with five Indians, where he is to make a treaty for right of way with the Indians. A man whose name I forget was sent there overland during the winter by the Ottawa Government, to open negotiations with these Indians, so I expect that Simpson will find everything cut and dry for him. Hopkins was quite wrong about the number of Indian voyageurs we can get here; he said we might get 20 or 30. Mr. McIntyre says he will send off at once and get us about 100 first-class men to act as pilots. Simpson's crew return at once from Fort Francis, so he sends me back by them all the news he can regarding the state of affairs there and beyond. Money tells me that he had the most dreadful work with the captain of "Francis Smith," he was drunk all the time and would interfere with him in loading the bullocks and horses; the consequence was that two horses had been badly gored by the bullocks. I am sending you an official asking for a veterinary to be sent here, as there are some horses *hors de combat* from kicks and colds. I daresay that I could allow him to return in the course of a month.

I am, &c.

G. WOLSELEY.

Inclosure 3 in No. 17.

Telegram from Colonel Wolseley to Lieutenant-General the Honourable James Lindsay.

Dated Prince Arthur's Landing, 1st June, 1870.
TEN more wagons, besides those already supplied, are urgently required, as carts are of little use. Propeller "Clematis" arrived 4 p.m. on the 31st with Royal Artillery and Royal Engineers, four guns and ammunition and half Company 60th. Propeller "Amora" arrived this morning at 9-30, with one Company and a half of 60th, all well. Weather very hot.

G. J. WOLSELEY.

Enclosure 4 in No. 17.

Lieutenant-Colonel Bolton to Lieutenant-General the Honourable James Lindsay.

Sir, *Camp Sault St. Marie, 20th May, 1870.*
 I HAVE the honour to report to you, for the information of the Lieutenant-General, that the steamer "Francis Smith" arrived here this afternoon, troops, &c., as per margin. The officer in command, Major Robertson, 1st Battalion 60th Rifles, reported to me that the delay in his arrival had arisen from the drunkenness of the master of the vessel; that they had been in considerable danger.

1st Bn. 60th Rifles:
 1 Field Officer.
 1 Captain.
 7 Subalterns.
 4 Staff.
 16 Sergeants.
 10 Corporals.
 7 Buglers.
 164 Privates.

It is said the ship's compasses were out of order.
 There were only two small boats on board, no life-preserving belts, and no means of lowering even what boats they had.

Commissariat Staff
 Corps:
 1 Serjeant.
 2 Corporals.
 8 Privates.

I had an interview with the Captain, who declined proceeding to Fort William. I wrote to him on the subject (copy of a letter attached, and received a reply, copy attached).

As I was informed that it was considered important that the 60th should not remain at the Sault, I shall embark half in the "Algoma" and half in the "Brooklyn," although these vessels were intended to take the troops and stores which are due here to-morrow (25th) in the "Prince Alfred," and I have instructed Deputy-Assistant Commissary-General Fuller to try to hire a steamer on Lake Superior to take on the cargo of the "Francis Smith" and of the "Prince Alfred."

Army Medical Corps:
 1 Serjeant.
 3 Privates.

I have reported these events to Colonel Wolseley, and in a private letter to Colonel Cumberland.

Departmental Staff:
 5 Officers.

The Captain of the "Francis Smith" had his clearance for Fort William, and he showed me a telegram received from Colonel Cumberland, which he declared to be his only instructions.

Total 280 of all Ranks,
 and
 39 Horses.
 26 Teamsters.

I have, &c.

W. F. BOLTON, *Lieut.-Col., D. A. A. G.,*
Commanding Detachment Troops, Sault St. Marie.

Inclosure 5 in No. 17.

Lieutenant-Colonel Bolton to Captain of the "Francis Smith."

Sir, *Camp Sault de St. Marie, 24th May, 1870.*
 WITH reference to our conversation in the office on board your steamer the "Francis Smith" this afternoon, I have to request that you will proceed to Fort William, first disembarking the troops, &c., and passing the canal to-morrow morning, then placing your vessel at the Lake Superior end of the Sault Portage, where the "Algoma" is lying, when I will re-embark the troops and equipage.

I request that you will acknowledge the receipt of this letter, stating what you intended to do, or not to do. You can be furnished with an experienced pilot here, and I request your authority to place one on board (in writing).

I have, &c.

W. F. BOLTON, *Lieut.-Col., D. A. A. G.,*
Commanding Troops, Sault de St. Marie.

Inclosure 6 in No. 17.

Captain of the "Francis Smith" to Lieutenant-Colonel Bolton.

Sir, *Sault St. Marie, 24th May, 1870.*
 NOT having received any instructions before my departure from Collingwood to proceed beyond the "Sault," I did not effect insurance upon the "Francis Smith" for Lake Superior, and the insurance now held on the "Francis Smith" only covers as far as this point, consequently I could not think of proceeding to Fort William without a special guarantee of 65,000 dollars, and also a stipulated amount for conveyance. In the event of your not complying with my request within two hours, I shall charge for the "Francis Smith" at the rate of 500 dollars for every twenty-four hours after 10 P.M. to night. Also, should you decide to disembark the troops here and the freight, I require that you should certify my manifest for conveyance of some to the Sault, otherwise I must hold the freight subject to regular charges on freight and passengers.

I beg to thank you for your kindness in offering to furnish me with an experienced pilot, and shall be most happy to accept of his services should you and I come to an understanding.

I have, &c.

W. H. SMITH, *Master.*

Inclosure 7 in No. 17.

Colonel Fielden to the Deputy Adjutant-General, Montreal.

Sir,

Toronto, 1st June, 1870.

I HAVE the honour to report for the information of the Lieutenant-General Commanding that I went yesterday morning to Collingwood with three Companies and Head-Quarters of the Ontario Rifles, and three Companies of the Quebec Rifles.

On arrival they immediately embarked on board the "Chicora" and "Prince Alfred." The "Chicora," in addition to 224 officers and men, took 40 horses, and a considerable quantity of provisions direct to Thunder Bay, and 14 Boats.

A weak Company of the Quebec Battalion went on board the "Chicora," and I recommended (by letter) to Lieutenant-Colonel Bolton that he should send forward a Company of the Ontario Battalion with its own Head-Quarters from the Sault, retaining instead the Company of Quebec Rifles.

The "Algoma" will sail on Saturday with Head-Quarters and about 114 officers and men of the Quebec Battalion, about 60 voyageurs, 28 horses and oxen, with boat and freight.

By the boat of the following week I propose to take the remaining Company of the Quebec Battalion (and as many recruits as we may be able to obtain within the time), about 5 horses, 10 oxen, and some barrels of biscuits, with boats, if any remain still at Collingwood.

I cannot ascertain if additional boats or provisions are to be sent here from Quebec or Montreal, but suppose that all have already arrived.

The men embarked in excellent order yesterday; those remaining here are making fair progress.

They have commenced target practice.

The order for musquito nets for the Volunteers has been received, and will be put in force at once, though the difficulty of additional charges has arisen, the makers saying that the quantity of material now required cannot be procured at the original price.

Surgeon Nelson, of the French Volunteer Battalion, I have informed Lieutenant-Colonel Williams, 60th Rifles, will be available till Saturday to attend to the Hospital of the 60th Rifles, on which date it will be easy to provide civil attendance both for the remaining Companies of Volunteers and the Detachment 60th Rifles if necessary.

In the ranks of the Ontario Rifles are several medical men holding diploma, and in regular practice in their own districts. One of these was appointed to take medical charge of the men in the "Chicora," a second I attached to the French Companies in the "Prince Alfred."

I have, &c.

R. F. FIELDEN, Colonel,
1st Bn. 60th Rifles.

Inclosure 8 in No. 17.

Colonel Fielden to the Deputy Adjutant-General, Montreal.

Sir,

Toronto, 5th June, 1870.

I HAVE the honour to report for the information of the Lieut.-General Commanding that the "Algoma" left Collingwood yesterday at 4 o'clock p.m., with the following:—viz., Head-Quarters and 120 officers and men of the Quebec Battalion, 62 voyageurs, 26 horses and oxen, 12 boats, and a large quantity of provisions for the expeditionary force.

The "Rescue" left the day before yesterday, with a barge in tow having a large quantity of hay on board.

The men of the Quebec Battalion behaved well. I did not notice any irregularity or drunkenness whatever, and the Officers were very attentive to their duties, from their leaving the Crystal Palace to the time of the companies being embarked on board the "Algoma."

I have every reason now to believe that this Battalion will be complete in numbers before I leave with the last two companies next Friday, as is my present intention.

And unless something very unforeseen should occur, the whole of the material for the expedition will have left Collingwood for Thunder Bay, Fort William, when the "Chicora" gets under weigh on Friday, the 10th instant.

It is to be hoped that the voyageurs will be in time for the next boat. A considerable number are still called for.

Veterinary-Surgeon Tozer reported himself this day. He was unable to arrive yesterday in time for the "Algoma."

Captain Dundas and Lieutenant Buller of the 1st Battalion 60th also proceeded in "Algoma."

It will I fear be impossible for me to obtain the services of a medical officer for the party to leave by the "Chicora," nor do I find any among the men of the Quebec battalion who have any knowledge of physic. I should be glad, therefore, if I may be furnished by return of post with a list of such medicines as might be possibly required during the short voyage.

I expect to have 100 men and 6 officers with me; should I not receive such a list on Thursday morning, I will apply to the civil practitioner now looking after the troops in this place.

I have, &c.

R. F. FIELDEN, *Colonel,*
1st Bn. 60th Rifles.

No. 18.

Lieutenant-General the Hon. James Lindsay to the Secretary of State for War.

Sir,

Montreal, 1st July, 1870.

IN continuation of the inclosure of my letter E 2464, of 10th June, 1870, I have now the honour to submit a copy of a report that I have addressed to His Excellency the Governor-General, respecting the progress of the Red River Expedition.

I have, &c.

JAS. LINDSAY, *Lieut.-General,*
Commanding Ontario and Quebec.

Inclosure in No. 18.

The Military Secretary to his Excellency the Governor-General.

Sir,

Montreal, 29th June, 1870.

1. SINCE the Lieut.-General Commanding addressed his Report R. R. 55 of 7th June, to his Excellency the Governor-General, respecting the progress of the Red River Expedition, Colonel Wolseley has reported the arrival, at Prince Arthur's Landing, of the whole of the troops, supplies, stores, and transport, with the exception of two companies of the Quebec Rifles, which left the Sault under Lieut.-Colonel Bolton, to join him on the 19th June, clearing out that point entirely.

2. The Lake Transport Service was considerably delayed by the failure of the "Francis Smith" to fulfil her engagement; and, had not Lieut.-Colonel Bolton taken the most energetic measures to replace her, by hiring steamers on Lake Superior, the expedition would have come to a standstill.

3. Since Colonel Wolseley returned from his first reconnoissance of the road—reported to you in R. R. 55—his troops have been employed in landing stores, opening communications and drains in camp, building a magazine with a wharf near it, constructing a palisaded redoubt 25 feet by 15 feet for protection after the expedition shall have moved forward, gun and rifle practice, learning to row, and the use of the Army Signal System.

On the 28th May, the day after their arrival, 2 companies of the 60th were detached towards the Kaministiquia Bridge to work on the road, and a third company followed on the 2nd June. Of these 1 company was ordered on the 16th June to go 2½ miles beyond the Oskondigee Creek to work on the road.

4. On the 2nd June the first line of wagons (5) with supplies started. The first line of wagons with boats started on the 3rd. Twenty-eight boats in all have been sent by road and two of them have been badly damaged by careless driving.

5. The weather up to the 4th June was very hot and fine; under these circumstances there is great danger from fire, the very ground appearing to burst unaccountably into flame.

The fine weather was succeeded by a week of rain and storm; and on the 6th June 12 boats broke from their moorings in Thunder Bay and came ashore, one was badly injured.

6. The health and spirits of the troops are very good, and the rations are excellent.

7. The personal equipment of the Militia is still incomplete. They have only one pair of trousers each, and those very thick ones.

Their free kit boots, issued by the Canadian Government, have turned out badly, and the men are discontented at being made to pay for the boots from Army Stores sent up

to replace them. This question has already been represented to the Militia Department and calls for immediate action.

8. Colonel Wolsley's attention has been principally engaged by the road to Shebandowan, and his means of transport for his supplies and boats to that point.

His Excellency will be able to form an opinion as to the state of the road from the following extracts of Reports of recent reconnoissances made of it, and from the tracing which accompanies this Report.

Colonel Wolsley, writing on the 9th June, says:—"I started from camp on Monday morning, 6th, at 4.30 A.M., to ride along the road as far as I could. It poured with rain all Monday, Tuesday, and yesterday, up to about 4 P.M. At the present moment the road may be said to end at the Oskondigee Creek, 75 feet wide. It is still unbridged, but a gang of men reached there on Monday evening to construct a bridge, which will not take long, although there is difficulty about timber, as the fire has not only destroyed all that had been prepared for it during the winter, but also all the large trees in the neighbourhood. For the last eight or nine miles before reaching that creek the road is only a track, and is impassable for loaded wagons in wet weather. My horse was tired out in going over it at a walk. Strong gangs of men are now working at it; and I think that by the 25th inst. it will be open for traffic. Wherever it is corduroyed it is good; but wherever the road passes over simple marl or clay it is hopelessly bad during such weather as we had for the last three days.

"Assistant Controller Irvine was with me, and we camped for the night on the bank of the Oskondigee, which they call 37 miles from this place, but which is really, I am sure, a good 40 miles. On Tuesday we crossed the Creek on a temporary raft. I walked on to a hill from whence I could obtain a *peep* beyond; but as the road was only an execrable track after it had gone about a mile from the Creek, I halted, but sent Assistant Controller Irvine on. He got on about 2½ or 3 miles when the track became so bad and swampy that he turned back. It is cut up to the 'Dam site.' A strong gang has now been turned on to it, and I hope it will be passable for wagons by the time we require it."

Lieutenant-Colonel McNeill, reporting to Colonel Wolsley on the 16th June, says:—

"Left the camp at 4.30 A.M. on the 14th June, and proceeded to the bridge over the Oskondigee Creek, arriving there about 5 P.M. Walked to camp, about a mile further on, and ordered a canoe to be at the 'Dam site' the next morning.

"15th, walked to the 'Dam site,' and embarked at 10 A.M. Poled up five short rapids, and tracked up one rapid, reaching the point on the lake to which the road will eventually be brought at 11 A.M. At this place there is a fair camping ground. Immediately to the right, on entering the Lake, there is a Sandy Bay, and on the bank there is a favourable position for forming a *depôt* of stores. The distance from the Oskondigee Creek to the 'Dam site' is 5½ miles; of this rather more than 4 miles have been cleared of timber, and a rough wagon-road formed. The remaining mile has not yet been touched. The distance from the 'Dam site' to the Lake is 3 miles, and no portion of this has yet been cleared. It will require at least one week's labour to complete a fair wagon-road from the Oskondigee Creek to the 'Dam site.' I started from the Creek at 6 P.M., and reached the camp at Thunder Bay at about 1 o'clock the next morning, the distance being about 38 miles. The whole line of road has suffered much from the recent heavy rains. Between the Matawin and Oskondigee Creek there are 2 miles in one place and about 1 in another that are almost impassable, and it will be at least a week or ten days before horse transport can be employed on this part of the line. Between the Kaministiquia and Matawin Rivers there are two or three bad places, amounting in all, in distance, to about a mile and a half."

9. With regard to the transport, the carts provided are useless for carrying supplies, and are only suited for work about the camp.

To replace them, in part, 10 wagons have been sent up by Lieutenant-Colonel Wily. Some farmers' wagons, with teams and drivers complete, have also been hired by the Control Department, near Collingwood, by the day, and sent to Thunder Bay.

The road, however, has been so bad, in consequence of its incompleteness, and of wet weather, that it has been only possible to put 1,000 lb. loads into each wagon, and many horses have been on the sick list from exposure and over-work on deep roads. As the ration of forage has been increased, and as a Veterinary-Surgeon and Collar-maker have arrived, improvement in their condition may be expected.

10. Colonel Wolsley has always desired to test the feasibility of passing boats up the Kaministiquia and Matawin, so as to relieve his Land Transport.

Mr. Dawson did not think this possible, but Mr. McIntyre, Hudson Bay Company's Officer at Fort William, declared the route perfectly practicable, and gave his own voyageurs and guides for the attempt.

The experiment was commenced on the 4th June by Captain Young and 34 men of the 60th in six boats, and his progress is detailed by that officer as follows:—

"Left the camp, Thunder Bay, at 6.45 A.M., on the 4th, and were towed to Fort William. We left Fort William at about 9 A.M., and rowed up the Kaministiquia to Point Meurons, where we arrived at 12 noon, and halted to dine. We proceeded again about 1.45, and after rowing about 2 miles further, came to rapids, where we had to lay the oars aside and take to poling and tracking for 6 miles further, where we camped.

"We started early on the 5th and arrived at Portage Parisie at 9 A.M. Portage

" 350 yards, but the Indians managed to take the boats up the rapid, so that only the stores, rifles, &c. were carried by land. We went on again at 10:30 A.M. and poled and tracked until 12 noon, when we had to run ashore from a violent thunderstorm. We stopped at 1 P.M. for dinner, at the point where White Fish River meets the Kaministiquia, and went on again at 2:20, tracking and poling, also a little rowing, but very little of the latter, and arrived at the foot of the Kakabeka Falls about 6 P.M. and camped; for the last half a mile the carvel boats had to be taken up by the Indians alone, and the men of the detachment belonging to them marched along the bank through the bush.

" On the morning of the 6th it rained heavily, so we did not get to work until 8 A.M.; after breakfast, when the Indians began to cut a portage road, and our men to take stores, &c., across the portage, which I found to be about 1,750 paces; after dinner a considerable part of the road being made we carried the boats up to the top of a rocky hill, the angle at least 45°, it was very hard work, especially with the carvel boats, the red boats (flat bottom) being got over with considerably less difficulty. We got the stores, boats, &c., over the portage by 7 P.M.

" Early on the 7th we embarked everything and pulled for about a quarter of a mile to another portage which I made to be 1,100 paces; this portage was very rocky, and it took us until 5 P.M. to get boats, stores, &c., over and re-embark. We then went on for about 1½ mile to another portage, where, however, the Indians got the boats up and our men portaged the stores; this occupied us until 7 P.M., when we camped.

" The following morning, the 8th, when I met you and Colonel* Irvine, was very wet, and continued so until late in the afternoon, when the Indians took the two carvel boats up the remainder of the rapid. The river rose considerably (at least two feet) from the previous rain.

" On the morning of the 9th we started again at 4 A.M. and went on to Portage de L'Isle, which is over an island and very short, only about 50 paces, then we went on to another portage a couple of hundred yards off, where the stores, &c., were disembarked. After breakfast the Indians felled trees and made a portage road, about 700 paces. When it was finished we got the boats over and re-embarked, but soon came to another portage of about 500 paces, and got stores &c., over and dined. The Indians then made another road and we took the boats over, and went on again through several rapids, very close together, when the men of the detachment had, in very nearly every case, to disembark; and the Indians took the boats up assisted by tracking lines hauled by our men until about 6:30 P.M., when we camped.

" This morning, the 9th, we started about 7:30, the men having previously breakfasted. It rained hard until 6:30, so I thought it advisable not to go on, but as it cleared about 6:30 I had tea made and gave the men breakfast and came on here (Kaministiquia Bridge) without much difficulty, except at one place, where a portion of the stores were carried overland for 400 paces, the Indians poling the boats up the rapid with the remainder. The route which we came by would, I consider, be very destructive to the clinker built boats.

" In accordance with your instructions I propose going to the Matawin Bridge tomorrow morning, and must, I fear, leave all the boats there. The Indian voyageurs say it would be impossible to take the large boats to the Shebandowan Lake, but they have been prevailed on by C. Gaumon, Mr. McIntyre's agent, to go on to the Matawin Bridge. They say it is a very hard bit of road, and though only five miles it will take us a day and a half."

Notwithstanding these gloomy prognostications, on the 12th June Captain Young reported the safe arrival of his boats at the Matawin Bridge. He says, "The water in the river being very high, we had no portages."

On the 13th June, Captain Young left the Matawin Bridge early in one of the Red Ottawa flat-bottomed boats, and for 4 miles did not meet with any difficulty worthy of mention; he then came to a bad rapid, where he made a portage road of 120 yards. For about 4 miles above there is a succession of rapids, up which they managed to pole and track, making a short portage of 20 yards. They then came to a rapid where the river runs through a gorge with perpendicular sides, and water so rough and rocky, with falls, that it was impossible to track or pole. On looking from the highest accessible point, the river, for at least three-quarters of a mile, seemed in the same state, and the banks were so rough, and the ascent so abrupt, that a portage road could not be formed. Captain Young considered it impossible to take the large boats by this route unless a regular road is made, and even then the assistance of many men would be required, as the highest point is more than 120 feet above the river.

11. The practicability of this water communication having been shown, Colonel Wolseley determined to send the whole of his boats by that route, and to devote his Land Transport to supplies. Mr. Dawson acceded to this arrangement, but declined the assistance of soldiers, as he had plenty of voyageurs.

12. Colonel Wolseley's plan is, therefore, to collect all his boats by the water route, at a point on the Matawin River, 5 miles below the Dam site. Over these 5 miles they will be transported by the road which is now being pushed forward; and from the Dam site, where the road is to end, they will be poled up into Lake Shebandowan.

Meantime depôts of supplies have been formed at the Kaministiquia and Matawin Bridges, where there are clearings which promise a partial immunity from the danger of

* Qy. Assistant-Controller?

fire. From these points the supplies will be carried by road to the Dam site, whence Mr. Dawson has guaranteed to get them up to the Lake in some flat-bottomed Ottawa boats as fast as they can be delivered to him.

13. The point to which this plan had been carried out at the date of Colonel Wolseley's last Report, 19th June, is as follows:—

35 days' rations for 1,500 men were in dépôt either at the Kaministiquia or Matawin Bridges.

50 boats had reached the Matawin Bridge; 10 were to leave on the day he wrote, and 12 were to follow very shortly.

Colonel Wolseley says:—"When I have 100, or even 80 boats on the Lake, and provisions for 1,500 men for 60 days there, I shall move off by detachments.

"I am still in hopes of being able to leave Fort Francis for Fort Garry on the 1st August."

14. From the above account his Excellency will see that the advance of the force is entirely dependent upon the completion of the road from the Matawin Bridge to the Dam site, the terminus now fixed upon; and upon Mr. Dawson being able to carry out his engagement to take the supplies as fast as delivered to him from that point up into Lake Shebandowan.

A letter from Mr. Simpson dated Fort Francis, 10th June, was received at Prince Arthur's Landing on the 17th, and says, "that the latest news there from Fort Garry was in April, when all was quiet; that the Indians would resist any Fenian raid; that there would not be much trouble in making a treaty for right of way; that only two men had as yet been obtained as guides; that the Indians were to hold a grand Council on the 20th June; that the portages would be cut; and drift wood cleared from the French River by the crews of the canoes leaving Fort Francis that day for Fort William; that by this means there would be water enough in the French river for the boats; that the Hudson Bay Company's Agent, Mr. McKenzie, would put plenty of storage at the disposal of Colonel Wolseley at Fort Francis; that the road from north-west angle of the Lake of the Woods to Fort Garry was reported impassable by Indians and Hudson Bay Company's officials; that the route from Fort Francis to Fort Alexander would take about 11 days, for boats laden with 80 pieces of 90 lbs. each; that the portages on the route were all in good order; that the Hudson Bay Company's brigade of boats left Fort Francis for York Factory; that he (Mr. Simpson) had had a long trip, arriving on the 8th June; weather very wet, and head winds."

I have, &c.

(Signed) WM. EARLE, *Military Secretary.*

No. 19.

Lieutenant-General the Hon. James Lindsay to the Secretary of State for War.

Sir,

Montreal, 15th July, 1870:

REFERRING to my letter of the 7th July, respecting the division of the general expenses of the Red River Expedition, I have now the honour to enclose you a copy of a communication which I have addressed to the Governor-General on the subject, with the view not only of informing His Excellency of my proceedings in the matter, but of arranging that any further representation from the Canadian Government should be made to the Colonial Office and not to me.

The construction to be placed upon the telegrams that have passed is certainly open to argument, and Canada may contend that she has read them in a way more favourable to herself than I have done.

I assume that Her Majesty's Government will be glad to avoid any discussion of this kind, if the interests with which it is charged justify it in doing so.

I venture therefore to express my belief that there would be no ground left for dispute if the Imperial Government engaged to pay one-fourth of the total of the general expenses of the whole force sent, instead of the share of 250 regulars only.

Indeed, the Secretary of State for the Colonies is reported to have said in the House of Lords that England would pay one-third.

The difference which either proportion would make in the sum to be found by the Imperial Government is small, considering the object in view. Its exact amount can easily be ascertained from the detailed accounts I send home by this mail.

I have, &c.

(Signed)

JAS. LINDSAY, *Lieut.-Gen.,*
Comm. in Brit. North America.

Enclosure in No. 19.

Lieutenant-General the Hon. James Lindsay to the Right Hon. Sir John Young.

Sir,

Clifton House, 10th July, 1870.

SINCE addressing my letter, R.R. 60, of 14th June, to your Excellency, in reply to the Minister of Militia's letter 2008, of 4th June, I have been informed by the Secretary of State for War, of the construction placed by Her Majesty's Government upon the correspondence that has passed, as to the proportion in which England and Canada should bear the general expenses of the Red River Expedition, and I believe that a copy of a letter, dated 23rd June, from the Secretary of State for the Colonies to the Secretary of State for War, containing those views, has already been sent direct to your Excellency.

I have now the honour to enclose a copy of a further letter that I have addressed to the Secretary of State for War, reporting the divergence of the Canadian Government's views from mine on this subject, and explaining the manner in which I propose, notwithstanding, to divide the sum total of the Estimates.

My opinion, as to the pecuniary responsibilities of the Imperial Government in the matter, has been framed, not only after a careful perusal of the telegrams that have passed, but with the engagement before me, made by the Canadian Government in the Minister of Militia's letter 1817 of 26th April, a copy of which I enclose.

This letter was written in reply to my letter to you, R.R. 7, of 23rd April, in which I pointed out the desirability of increasing the number of Regulars to be employed in the Expedition, and in which I said, "Any expense, consequent upon an increase of the Regular Force, should fall upon the Dominion," and a reference to the letter itself will show that I went into considerable detail as to the nature of these expenses.

Whatever other points therefore "the language of the telegrams may leave open for argument," the one of the payment by Canada of all additional expenses incurred by the employment of 140 extra Regulars appears to be conclusively settled by the Minister of Militia's letter of 26th April.

The number of men to compose the force was originally proposed by Canada to be 1,000, and I accepted that number on first arrival, and until a better knowledge of the nature of the service, and the state of preparation of the Militia caused me to recommend a slight increase.

It is upon the number and the proportion that the 250 Regulars originally asked for, and authorized, bear to it, that the share of Canada was fixed at three-fourths. I cannot reconcile the statement reported to have been made in the House of Lords by Lord Granville that England would pay one-third, with the correspondence that has passed, and can only suggest that his Lordship has taken that proportion as the one existing between 250 Regulars and 500, the minimum force to be sent by Canada, mentioned in one of his telegrams.

I have taken steps, to find out what part of the road expenses may be fairly attributed to the Expedition, and when these shall have been ascertained, they can of course be added at any time to the general account.

In submitting these remarks to your Excellency, my intention is merely to put you in possession of the grounds upon which I have proceeded in dividing the general expenses of the Expedition.

Should they appear insufficient to the Canadian Government, I presume that any representation to the Imperial Government, that may be thought necessary, will be made by your Excellency to the Colonial Secretary.

I have, &c.

(Signed)

JAS. LINDSAY, *Lieut.-Gen.*

No. 20.

The War Office to Lieutenant-General the Hon. James Lindsay.

Sir,

War Office, 18th August, 1870.

I AM directed by Mr. Secretary Cardwell to acquaint you that a telegram to the following effect has been sent to you this day:—

"Received your letter of 1st August. British troops must return from Red River Expedition."

I have, &c.

(Signed)

EDWARD LUGARD.

No. 21.

Lieutenant-General the Hon. James Lindsay to the Secretary of State for War.

Sir, *Head-Quarters, Montreal, 19th August, 1870.*
I HAVE the honour to transmit, in continuation of the enclosure of my letter, E 2484, of 1st July, 1870, a copy of a further report, R.R. 137, of 18th August, upon the progress of the Red River Expedition, that I have addressed to His Excellency the Governor-General.

Colonel Wolseley arrived at Fort Francis, all well, on the 4th August.

I also transmit a report of 16th July, by Colonel Wolseley, upon the causes of delay experienced by the Expedition, a copy of which I have submitted to the Governor-General.

I have, &c.
(Signed) JAS. LINDSAY, *Lieut.-General,*
Commanding Ontario and Quebec.

Enclosure 1 in No. 21.

The Military Secretary to the Military Secretary to His Excellency the Governor-General.

Sir, *Montreal, 18th August, 1870.*
1. MY Report, R.R. 75, of 29th June, 1870, detailed the progress of the Red River Expedition up to the 19th June.

2. On the 28th June the Lieutenant-General paid a visit to Thunder Bay remaining to the 3rd July, between which date he rode to the Shebandowan Lakes and returned by the river.

3. On the 5th July, Colonel Wolseley moved his Head-Quarters to Matawin, in order to superintend more readily the passage of supplies and boats. Before leaving, he selected a company of the Quebec Militia to form the garrison of Prince Arthur's Landing and its redoubt till the return of the Expedition.

4. I have now the honour, by desire of Lieutenant-General Commanding, to enclose a copy of a Report from Colonel Wolseley of the 16th July, 1870, in which he recalls the cause of the great delays that have taken place, and describes the manner in which the boats and supplies have been passed from Lake Superior to Lake Shebandowan. The amount of assistance given to Mr. Dawson in the shape of Military Labour is as follows:—

	Number of days' work done.			Total.
	Serjeants.	Corporals.	Privates.	
60th Rifles— From 27th May to 16th July	291½	217½	3,295½	3,804½
Ontario Rifles— From 5th June to 15th July. . . .	135½	150	1,244	1,529½
Quebec Rifles— From 9th June to 16th July	99	67	774½	940½
	526	434½	5,314	6,274½

The hard work which the troops have had to do has not hurt their health; this may be attributed to the absence of liquor and to the good food they have received. Even at the "Dam Site" and at the Shebandowan Lake, the troops had fresh meat and bread. The cattle were slaughtered at Oskondagee Creek, and the meat sent daily.

The bread was baked in camp at a field-oven, which had been already used 7 weeks at Prince Arthur's Landing.

On the 17th July this oven, worked by two men, turned out 470 rations of bread in 1½ lb. loaves in 12 hours.

5. Several fearful storms took place at different times making the road temporarily impassable, and raising such a swell in McNeill's Bay that it was impossible to load the boats and start the brigades.

6. Delays have also arisen from the difficulty of getting the Indians to work on Sunday. In fact, as nothing could be taken up the rapids between the Dam Site and the lake without the assistance of the Indians, the force was completely at their mercy, and they seem to have regulated their own day's work. Colonel Wolseley by good management brought these men to terms and, notwithstanding their notions respecting work, speaks highly of their usefulness and civility.

7. On the 16th July, Colonel Wolseley had at length overcome all the difficulties of the road and transport, and after a great deal of trouble in fitting out the boats with their

gear, which was in an endless state of confusion, started his first detachment of troops for Fort Francis. It was under the Command of Colonel Fielden, 60th Rifles, and was divided amongst 3 brigades of boats.

The numbers were 150 military all ranks, 34 voyageurs, and 1 guide, in 17 boats; 60 days supplies and all necessary stores, ammunition, and equipments for the men, both soldiers and voyageurs, were on board each boat, besides some reserve stores, &c., &c.

8. The following is a tabular statement showing how this operation was conducted from 16th July to 23rd July:—

Date.	Number of Brigade.	Number of Boats.	Commanders.	Regiment.	Number Embarked.				Total.
					Officers.	Men.	Voyageurs.	Guides.	
16th July	A	6	Captain Young ..	1st Bn. 60th ..	5	50	12	1	68
16th "	B	6	Captain Ward ..	1st Bn. 60th ..	4	50	12	—	66
16th "	C	5	Lieutenant Alleyne, R.A.	R. A. and R. E.	2	38	10	—	50
17th "	D	7	Captain Dundas ..	1st Bn. 60th ..	4	50	14	1	69
17th "	E	6	" Buller ..	1st Bn. 60th ..	3	50	12	—	65
18th "	F	6	" Northley ..	1st Bn. 60th ..	3	49	12	1	65
				A. S. C. ...					
				A. H. C. ...					
19th "	G	7	" Wallace ..	1st Bn. 60th ..	5	58	14	1	78
21st "	H	6	" Calderon ..	Ontario Rifles ..	4	49	12	1	66
21st "	I	6	" Scott ..	Head-Qr. Staff ..	6	48	12	1	67
21st "	Gig.	1	" Huyshe, 1st R. B.	—	2	4	2	—	8
22nd "	K	6	" Mc Donald ..	Ontario Rifles ..	4	49	12	—	65
22nd "	L	6	" —	Ontario Rifles ..	3	48	12	1	64
					45	543	136	7	731

Lieutenant-Colonel McNeill reports later that the number embarked from 23rd July to 1st August were as follows:—

Forty-two officers, 505 men, 120 voyageurs, and 8 guides, making a total for the Expedition of 87 Officers, 1,048 men, 256 voyageurs, 15 guides. Grand total 1,406.

9. After L Brigade had started on the 22nd July, Colonel Wolseley reports that the following supplies for all embarked, being 731 men, had been sent on, distributed throughout the different brigades:—

85	days rations of biscuit or flour,
66	" pork,
71	" sugar,
69	" tea,
71	" beans or potatoes,

Also a field hospital for 35 men in bell tents, and a field bakery for Fort Francis, and all necessary medical comforts and stores.

The brigades that were to follow would, in addition to the minimum of 60 days' rations per man embarked, take on a certain amount of extra supplies, so that Colonel Wolseley expected that, when all should have been embarked, provisions to last the force up to the 30th September would have left Shebandowan Lake with it.

He would thus be entirely independent of any food, such as fresh meat, that might be got by the way as a reserve; and to meet the wants of the returning Regulars, Colonel Wolseley arranged with Mr. Dawson to send on to Fort Francis by 15th September 20,000 rations complete, commencing directly the last detachment had left. Reports that this operation is in progress have been received.

10. On the 23rd July, Colonel Wolseley himself started from Shebandowan in a light canoe with the intention of catching up the leading brigades.

Colonel Fielden had orders to go slowly, improving the portages, and in any case to close up the Regulars so as to make a show of force on arriving at Fort Francis.

Brigades M and N were to start on the 23rd July, and O and P, if possible, on the following day, thus completing the Ontario Battalion.

11. Colonel Wolseley would therefore see $\frac{13}{17}$ of the force under weigh, leaving Lieutenant-Colonel McNeill at Shebandowan to start the remainder.

This officer has reported that he did not get the last of the Ontario Battalion off till the 26th July, but that he despatched the last detachment of the Quebec Battalion under Lieutenant-Colonel Casault on the 1st August, and intended to leave himself on the 3rd August; and barring accidents, to join Colonel Wolseley at Fort Francis by the 9th August—3½ days.

12. After Colonel Wolseley had started, he sent back to Lieutenant-Colonel McNeill to send him on all available boat carpenters with their tools and material, as the boats appear from their rough work to have been much shaken. This was accordingly done.

13. Colonel Wolseley, before leaving Shebandowan, wrote that his further movements depended upon the intelligence as to the state of affairs in Manitoba that he might receive at Fort Francis.

If he felt confident that there would be no opposition he would at once push forward

to Fort Alexander in the same order as that in which he advanced to Fort Francis, hoping to reach Fort Alexander about 16th August.

His intention was to halt there, probably two days, so as to close up the Regulars before finally advancing to Fort Garry.

14. The following telegram from Colonel Wolseley at Fort Francis, dated 4th August, shows how far and with what success the leading brigades of the Expedition have pushed their way:—

"We arrived here this morning all well; very few Indians here; weather very fine, but were detained two days on Rainy Lake by contrary winds.

"First detachment will leave for Rât Portage to-morrow.

"Butler from Fort Garry arrived here this morning; all was quiet there on 24th July."

15. You will see by this that the Expedition is going down the Winnipeg River. The road from the N.W. corner of the Lake of the Woods to Fort Garry is not made, and the excited and divided state of the people, in the settlement prevent their setting to work to complete it.

16. Colonel Wolseley is indebted to Mr. Donald Smith of the Hudson's Bay Company for arranging that the Expedition shall have 3 head of cattle at Fort Francis, 1 or 2 at Rât Portage, and 12 to 15 at Fort Alexander.

17. The mission of Lieutenant Butler, 69th Regiment, by Minnesota to Fort Garry, and thence up the Winnipeg River to meet the Expedition, has been most useful to Colonel Wolseley, who has now for the first time reliable information respecting the state of affairs in Manitoba, the non-existence of any road to the N.W. angle of the Lake of the Woods, the real difficulty of the Winnipeg rapids, and the possibility of getting supplies in the settlement.

With proper intelligence on these points Colonel Wolseley can now advance surely, and the Lieutenant-General does not doubt that, thanks to the energy and vigour which have been imparted to the whole force by its Commander, he will be able to report to his Excellency on the 1st September, or shortly after, that the Expedition has reached Fort Garry.

I have, &c.
(Signed) WM. EARLE, *Military Secretary.*

Enclosure 2 in No. 21.

Colonel Wolseley to the Military Secretary, Montreal.

Sir,

*Camp, Ward's Landing, 3 miles from Shebandowan Lake,
16th July, 1870.*

Officers.	Non-comm. Officers, Rank and File.	Corps.
1	19	R.A.
1	19	R.E.
9	100	1/60th
Two 7-pr. guns and equipment.		

I HAVE the honour to report for the information of the Lieutenant-General Commanding in British North America, that the first detachment, strength as per margin, under the command of Colonel Feilden, 1st Battalion 60th Rifles, embarked in 17 boats at McNeill's Bay, Shebandowan Lake, to-day, and started at 9 o'clock, P.M. They have with them

complete rations for 60 days.

I hope to be able to get off the rest of the force in detachments of about 100 daily.

I regret extremely that so much delay has occurred in starting the expedition from Shebandowan Lake, but I humbly submit that it was not in any way attributable to want of energy or arrangement on the part of the military, but has been occasioned by circumstances over which they could exercise no control whatever.

I take the liberty of briefly recounting the two most salient of the causes which in my opinion have kept us back.

1st. The original plan of military operation was based upon the belief that the regular troops (more than one-third of the whole force), were to have left Collingwood for Thunder Bay in the first week of May, whereas they did not leave that port until the 21st, 25th, and 26th of that month. This delay is attributable, in my opinion, to two causes: 1st, the slowness of the Dominion Government in making arrangements for conveying the force and its equipment across the lakes; and 2ndly, to the action taken by the United States authorities in closing the canal at Sault Ste. Marie to our shipping.

I trust you will pardon my briefly recapitulating the circumstances bearing upon the arrangements made for lake transport.

The Lieutenant-General having proceeded to Collingwood on the 5th of May, and made all preliminary arrangements for the despatch of the regular troops and a considerable number of horses, bullocks, &c., by the steamers "Chicora" and "Francis Smith," on the 7th and 9th of that month respectively, and having telegraphed to Ottawa for authority to close with the advantageous offers he had received from the owners of those steamers, was instructed to hold on and to make no arrangements, as the Postmaster-General would undertake the duty of hiring steamers. The Lieutenant-General having therefore no authority to enter into any agreement with the owners of the "Chicora," that steamer started immediately on her regular trip for Thunder Bay. Although she had no military equipment on board, she was prevented by the United States authorities from passing through the canal at Sault Ste. Marie; she therefore returned to Collingwood.

First cause of delay.

Lake Transport
arrangements as pro-
posed by the Lieut.
General Commanding.

This action on the part of the United States Government necessitated the organization of a Land Transport Service at the Sault for the conveyance of all our supplies from the lower to the upper end of the Portage, a distance of about 3½ miles. The steamer "Algoma" had most fortunately succeeded in passing through the canal on the 6th May, and had been kept on Lake Superior in order to render us independent should the canal be closed to our shipping.

Organization of Land Transport for the Sault.

It was not until late at night on the 12th May, that I received instructions from Ottawa authorising me to send forward troops. By the early train next morning I despatched Lieutenant-Colonel Bolton to Collingwood to superintend fitting up the "Chicora" (which had just returned to that port), for the conveyance of as many horses as she could carry. She sailed on the day following with the troops and horses noted in the margin, together with a large amount of stores.

1st Ontario Rifles.

7 officers, 100 rank and file, 24 horses.

The steamer "Wanbano" followed on the 16th with two additional companies of militia, all to be stationed at the Sault Ste. Marie until the troops and stores had passed through; for having been informed that it was possible the Fenians might attempt to destroy our stores whilst in transit through that place, I considered it necessary to be strong there.

The subsequent despatch of the force had to conform to the dates of sailing of the regular line of steamers, plying in their accustomed manner, one upon every fifth day, between Lakes Huron and Superior, those vessels never being entirely at our disposal, but carrying private freight and passengers along with our stores. On the 17th May I was informed in a telegram from the Lieutenant-General that our vessels when not laden with military stores would be allowed to pass through the canal. After that date at every trip made by the "Algoma" or "Chicora" they carried as many troops, boats, horses, stores, &c., as could be placed on board, until everything intended for the Expedition had arrived at Prince Arthur's Landing, Thunder Bay. The troops and all military equipment, whilst en-route through the Ste. Marie river being disembarked, in every instance, at the lower end of the rapids, and carried by wagons to a point above, where they were again embarked on the same vessels.

Despatch of the main body.

The 1st Detachment, under my own personal command, disembarked at Prince Arthur's Landing on the 25th May, and the last reached that place on the 21st June.

Disembarkation at Prince Arthur's Landing.

During this operation at some times large accumulations of stores took place at the Sault, as the "Prince Alfred" gunboat, the "Wanbano," the "Francis Smith," and "Rescue" all discharged cargoes there, and did not go through the canal. There were no means for protecting from the weather the stores thus delivered by those boats, and the regular line of steamers were unable to do anything towards relieving the pressure, as they arrived so full that nothing of any consequence could be shipped in them. Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General, whom I had left in command there, seeing that the stores would be destroyed if left exposed to the sun and rain, shipped them in American bottoms for their destination, making the best arrangements he could with the American owners for that purpose.

Accumulation of Stores at the Sault Ste. Marie.

Shipment of Stores in American vessels.

You will perceive by the above statement that a week was thus lost in despatching the first detachment, owing to the non-approval by the Dominion Government of the arrangements made in the first instance by the Lieutenant-General Commanding for lake transport, and that considerable delay was subsequently occasioned by the closing of the canal to our vessels.

The second important cause of delay was, I consider, the want of a road between Thunder Bay and Shebandowan Lake, by means of which we could have sent forward our supplies. The original plan of military operations was based upon the belief that the road between those places would be open for traffic along its entire length before the 1st June. I write this on the 16th July, and it is now only cut out as far as this camp (about 3 miles from the lake), whilst some miles of it between the Oskondagee Creek and Young's Landing are still practically useless as a highway for constant and heavy traffic.

Second important cause of delay.

On the 26th May, the day after my arrival, I rode as far as it was practicable for wheeled transport, a distance only of about 28 miles; the total distance by road (as marked out) to the lake being at least 47 miles. Beyond that it was a matter of difficulty to go on horseback, and could not be accomplished without danger to the horse.

First inspection made of the road.

On the 6th June I again rode along it, and penetrated as far as the Oskondagee Creek, a distance of about 38 miles, the last 7 or 8 miles being totally unfit for transport purposes.

Second inspection of road.

The Oskondagee Creek (about 75 feet wide) was still unbridged. From thence to the Dam Site, a distance of about 5 miles, the road was cut out through the woods for half that distance, but the stumps had not been taken out of the ground.

On the 15th June the road was again inspected by Lieutenant-Colonel McNeill, who reported that between the Matawin and Oskondagee Rivers there were still about 3 miles that were almost impassable. The latter river had been bridged, and the road cut to within 1½ miles of the Dam Site, the remaining space being still untouched.

Third inspection of road.

On the 21st June I rode to our furthest camp, half-way between the Oskondagee and Dam Site, and found the road between the Matawin and Oskondagee still practically impassable for wagons. A few, drawn by bullocks, daily passed over, but no organized transport in the world could have existed if ordered to work over it regularly with ordinary loads. There were several places that on horseback were only passed with difficulty. Beyond the Oskondagee the road was not then cut all the way to the Dam Site.

Fourth inspection of road.

Road inspected by
the Lieut.-General
Commanding.

On the 1st July I accompanied the Lieutenant-General when he inspected the road. He saw for himself upon the occasion, the hopeless condition which it was in, and as his horse struggled through the swamps between the Matawin and Oskondagee Rivers, he could well appreciate the difficulties of my position. As he will doubtless remember, the road beyond the latter river, with the exception of the first two miles, was then still impassable for all descriptions of wagons.

I have thus given a general outline of the condition in which I found the road when I first landed, also upon the several dates when I subsequently inspected it, and its state now that it is about to cease being made use of by the force under my command.

Difficulties of con-
structing a road.

In doing so, I have no intention of imputing to anyone a want of zeal or energy in pushing it forward. Mr. Dawson, of the Public Works Department, as well as the engineers working under his orders, have been untiring in their exertions to get the road in working order. He has had to contest with great difficulties. Fires have raged twice over considerable portions of it, consuming culverts, cribwork, retaining walls, and corduroy work. Heavy rains have swamped it at other times, carrying away bridges, and rendering it impassable for days. I have at all times placed the men under my command at Mr. Dawson's disposal for employment upon the road, stationing companies anywhere he desired for this purpose. Since the 5th June there has been 5,433 days' work performed by soldiers upon the road. I have assisted him in every way in my power, carting sand for him, transporting supplies for the men from place to place, and latterly furnishing his working parties with provisions from the depôts I had formed in advance of the Matawin for the use of the troops in their final start.

Military labour performed upon the road from 27th May to 16th July:—		
1st Bn. 60th ..	3,804½	
1st Ontario Rifles ..	1,529½	
2nd Québec Rifles ..	940½	
Total ..	6,274½	

Description of road.

The road is of clay throughout. No metalling has been attempted upon it anywhere. Gravel is only to be found at a very few places, and for miles in some localities even sand is only to be obtained by carting it from a distance. At many points it was necessary to carry the road over swamps and peat mosses, where deep drains and heavy facine work were indispensable.

It crosses two considerable rivers and numerous streams, over which bridges and culverts had to be constructed. Some districts through which it passed are entirely of red clay of a most tenacious nature, which is quite impervious to water. After rain at such places it is cut up by the first ten teams that pass over it, in such a manner as to stop all traffic, and for days afterwards the wear and tear upon horses is so great that I have had more than once to stop altogether moving wagons over it. Except in the very finest weather these clay districts are destructive to draught cattle. Upon many occasions more than one-third of the horses have been on the sick list from galled shoulder, exhaustion, &c., occasioned partly by the inferior description of harness supplied by the Dominion Government, and partly by the strain of working over such heavy roads. I may here add that rain seems to be the rule and fine weather the exception in this portion of Her Majesty's dominions. It rained upon 15 days in June, and of the 10 days that are already passed in July it has rained upon eight of them. It pours at times in a manner I have seldom seen equalled even in the tropics. The only portions of the road that stand continuous traffic are those that have been corduroyed, for although they are rough and only suitable for slow draught, still they are passable in all weather.

The grades are tolerably good, as far as could be expected, where all heavy cuttings and embankments have been avoided.

This general description of the road will convey some idea of the difficulties those responsible for its construction have had to contend with, and of those which we have had to overcome in getting our warlike material and other stores from Thunder Bay to Shebandowan Lake.

The plan which I adopted for the transport of boats and stores was as follows:—To begin with boats, 28 were sent over the road as far as the Matawin Bridge upon our first arrival, and I am now bringing up a few more in that way, as I have considered it necessary to add one boat to each brigade to increase the amount of provisions sent with it, and there is not now time to bring them up by water. Previous to our arrival here, I had been led to believe by everyone who had any previous knowledge of the country, that the only way of getting boats forward to Shebandowan Lake was by carting them over a road to that place. I was informed repeatedly that they could not be taken up the Kaministiquia river. After landing, every day's stay in the country taught me more of its geography.

Despatch of boats by
river route.

Mr. McIntyre, the Hudson's Bay Company's Officer at Fort William, gave me most valuable information, and from him I learnt that it was quite feasible to send up all my boats by the river. As the general opinion of everyone connected with the Public Works Department was most decidedly against the attempt, I felt that, as a stranger to the country, I was assuming to myself a grave responsibility in making it; but already doubting the possibility of the road being finished in sufficient time to fulfil all our requirements, I considered it worth while to risk a few men and boats in determining the point. I despatched Captain Young, 60th Rifles, with his company (two Indians for each boat as guides being furnished by Mr. McIntyre) on this service. The result was a complete success. Of all those that subsequently came up the Kaministiquia route only one has been wrecked. This boat service was of great use in drilling the men to the use of boats and their management in rapid water on portages, &c., a knowledge that will be of such great importance to them hereafter. The boats were thus taken from Thunder Bay to

Shebandowan Lake by water, except for the distance of five miles, where there are such a series of heavy rapids and falls that I considered it more prudent to have them carried on wagons. Had I not been able thus to have made use of river, the departure of the Expedition would have been still much further delayed.

The stores have been transported in wagons as far as the Matawin Bridge (27 miles), and from thence by the troops in boats to Young's Landing, a point two miles further on the road (where it leaves the river), from thence they are carted to Calderon's Landing (a distance of about 4½ miles), and again embarked in boats and taken to the Oskondagee Creek. (Between Young's Landing and Calderon's Landing there were too many portages to admit of the stores being sent by river profitably.) Transport of stores.

From thence to Ward's Landing (5 miles) they were carted like the boats. At Ward's Landing they were again embarked and taken by the troops in flat-bottomed boats, piloted by Indians, to McNeill's Bay in the Shebandowan Lake, and there finally shipped.

It is almost needless to point out that the frequent change of conveyance from boat to wagon, and *vice versa*, has necessarily led to waste from the breakage of barrels, &c., and from the impossibility of providing cover for the stores at all places where bulk was broken. Every endeavour has been made by Mr. Dawson to meet our requirements in this respect. Storehouses of a rude nature have been erected at five points along the line of route to the lake, besides the extensive sheds and shanties constructed for a similar purpose by him at Prince Arthur's Landing. Waste occasioned by frequently breaking bulk.

The troops along the line of road as far as the Matawin Bridge have been almost exclusively fed upon fresh meat and bread. Bakeries were established at Prince Arthur's Landing, the Matawin Bridge, and Ward's Landing. I have never before been with any force in the field so well fed as this one has been up to the present moment. The rations good and ample. Feeding the troops.

The absence of any spirituous liquor as part of the daily issue, is marked by the excellent health and spirits of the men, and I may add by a remarkable absence of crime. Health and morale of the troops.

The work performed by the men up to their arrival here has been very considerable, so much so, that many companies already begin to present a ragged appearance. This work has been especially hard upon the Militia, from the fact of their having to work in thick winter trousers when the thermometer has sometimes stood over 90° in the shade. Only one pair of trousers was supplied to each man by the Department of Militia and Defence. I have made repeated application for a pair of light serge trousers per man to be given in addition to the heavy ones, and I am glad to say that they have at last arrived, and are now being distributed. Lately each militiaman was furnished with a pair of linen trousers, but they are of a most inferior description, and last only a short time. They are quite unsuited for a climate such as this one, where it rains nearly every other day. Work performed by the troops. Militia provided with clothing unsuited to the work.

Speaking generally, the personal equipment supplied to the Militia by the Canadian Government is much inferior to that furnished to the Regular Troops from our own Military Stores. Inferior quality of Militia equipment.

I beg to add that I have left at Prince Arthur's Landing a sufficient garrison to man the parapets and to work the guns mounted in the redoubt I had constructed there. It is of sufficient strength to hold out against any number of Fenians that could possibly be brought against it. Garrison at Prince Arthur's Landing.

I trust that the Lieutenant-General will pardon the prolixity of this report, but I have thought it necessary to go into details for the sake of all those who have worked so hard and unremittingly towards attaining the primary object of this expedition, that is, getting it started from Shebandowan Lake properly equipped to meet all contingencies, whether of war or peace.

The Militia have vied with the Regulars in their exertions to push everything forward, and the Regulars by their good conduct and the manner in which they have worked, have set them an example that they may have been justly proud to follow.

I have, &c.

(Signed)

G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

No. 22.

The War Office to Lieutenant-General the Hon. James Lindsay.

Sir,

War Office, 31st August, 1870.

I AM directed by the Secretary of State for War to acquaint you that a telegram to the following effect has this day been forwarded to you:—

“Your letter of 14th August received.

“The decision to withdraw British troops from Red River Expedition is adhered to; they must therefore return.”

I have, &c.

(Signed)

EDWARD LUGARD.

Lieut.-General the Hon. James Lindsay to the Secretary of State for War.

Sir,

Head-Quarters, Montreal, 8th September, 1870.

REFERRING to my letter E 2,536, of 19th August, I have the honour to enclose you a copy of a Report, dated Fort Francis, 9th August, 1870, from Colonel Wolseley, respecting the arrival of part of the Red River Force at that post.

Also a copy of a telegram, dated Fort Garry, 24th August, 1870, announcing the peaceable occupation of that place and the intended return of the Regular portion of the Force.

The latter intelligence has already been communicated to you by telegraph.

Copies of both these despatches have been furnished to His Excellency the Governor-General.

I have received no further news of the movements of the Force up to this date.

I have, &c.

(Signed)

JAS. LINDSAY, *Lieut.-General,*
Commanding Ontario and Quebec.

Enclosure 1 in No. 23.

Colonel G. J. Wolseley to the Military Secretary, Montreal.

Sir,

Fort Francis, 9th August, 1870.

Detachment Royal
Artillery and Royal
Engineers, 2 com-
panies 1st Bn. 60th
Royal Rifles, under
command of
Colonel Feilden.

1. I HAVE the honour to report, for the information of the Lieutenant-General Commanding in British North America, that the first detachment of this force, strength as per margin, arrived here in three brigades (17 boats in all) under Colonel Feilden, 60th Rifles, on Thursday last the 4th instant. I also arrived upon that day.

On the 5th instant, two more brigades of boats with two companies of 60th Rifles arrived. All these brigades left for Rat Portage on the same day that they arrived. I regret to say that strong winds had delayed these boats for two days on the lakes.

On the 6th and 7th the wind blew so hard from the west that no boats could get here. On Monday the 8th instant four more brigades arrived, carrying the remaining three companies of the 60th Rifles and one company of the 1st Militia. The 60th Rifles left the same day; the company of the 1st Militia landed and encamped, as it is to form the garrison of this place until the regulars return next month. The site selected for their camp is near the buildings constituting Fort Francis. It is on a grassy bank, about 35 feet above the river.

To-day (9th) another brigade of the 1st Militia arrived and went on towards the Winnipeg River.

2. I am happy to say there are no sick. I never saw the men looking healthier or in better spirits.

3. The hard work they have undergone has, without doubt, improved their physique but it has been ruination to their clothing; the rowing has worn out their trousers, and the "portaging" has destroyed their boots.

4. I have given strict orders to all brigades descending Rainy River to be most careful in avoiding the United States territory.

5. I have instructed Colonel Feilden to be cautious in approaching Rat Portage, lest any armed resistance should be attempted by the rebel French half-breeds from Fort Garry. He will send forward a light boat, well armed, having Lieutenant Butler of the 69th Regiment on board (who has lately come from thence) for the purpose of reconnoitring, keeping the rest of his men at a distance from the place until all is reported quiet there. I have considered these precautions necessary, as I have been reliably informed that some of Riel's followers have been lately seen several times in that vicinity.

6. As the Government of Ottawa was unable to furnish me with any important information regarding the position of affairs in Manitoba, the arrival of Lieutenant Butler on the day that I came here, bringing news direct from Red River Settlement up to 24th July, was most opportune. The greater part of the news that reaches Canada comes from rebel sources, or is percolated through sympathizing channels. The information derived from a British officer who was an uninterested observer, uninfluenced by party or sectional feelings, was therefore of the greatest value to me when arranging for my advance beyond this place. As it was possible that Lieutenant Butler might have failed in getting through to meet me, I had made arrangements for a loyal half-breed, named "Joseph Monkman" to leave the Red River Settlement upon the latest date that he could possibly do so, so as to meet me here at the end of July. He faithfully fulfilled his mission, bringing me letters from the Bishop of Rupert's Land of the 18th July, and others from Henry Prince, the chief of the Swampy Indians, also bringing valuable information regarding supplies of fresh meat, which I wish to secure immediately as I reach the settlement.

7. The day I arrived here I sent you the letters I have received detailing the condition of affairs in the Red River Settlement, and I also sent you a report from Lieutenant Butler giving an account of his journey and experience at Fort Garry.

8. With the 60th Rifles' boats which have arrived up to this present time, there have been 120 voyageurs, 12 of whom have proved worthless, I have therefore sent them back from this place.

In other words, although a selection was made from the number of men engaged as voyageurs, in order to obtain those who really knew how to manage boats in rapid water, yet one-tenth of those selected have been reported to me as useless. I have fortunately been able to supply their places here with good Indians.

9. Lieutenant Butler also brought me six good guides for the Winnipeg River, and Mr. Monkman brought me two, Henry Prince also sent me two, and I am in hopes of being able to obtain several more at Rat Portage. According to the last news from Red River, the loyal people, who are most anxious for the arrival of the troops, were getting up a subscription to defray the expense of sending six or eight boats to assist us in getting down the Winnipeg. As they were to be manned by experienced guides, I am looking forward to their help most anxiously.

I intend leaving this to-morrow myself, and unless detained by contrary winds on the lake, I hope to be at Rat Portage in three days.

I have &c.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

Enclosure 2 in No. 23.

Telegram dated Fort Garry 24th, via St. Cloud, 31st.

To Lieutenant-General Lindsay,

REACHED Stone Fort at eight on the morning of yesterday, 23rd of August, with 60th Rifles and detachment of Artillery and Engineers all well. Halted late in evening about six miles by road and nine by river from this place. Received certain information that armed rebels still hold Fort Garry. Our arrival was unexpected, as Bishop Taché had assured Riel that we should not come here until the Governor had arrived. I took measures for preventing the news of our arrival preceding us. It rained heavily last night; landed early at Point Douglas this forenoon, and marched about two miles to this place. Upon reaching the village inhabitants said that Riel was still in the fort and intended resistance. Could see guns mounted on the bastion and on gateway; advanced with all due precaution, and found that Riel and his banditti had just left; some of his counsellors escaping were arrested by our skirmishers, but have since been released; large stores of ammunition, numerous loaded muskets, and several field pieces found. Have been welcomed by the inhabitants as their deliverer from the opposition and plunder to which they have been subjected for months past.

No difficulty about supplies: Barrack accommodation small, and may have to billet one-third of troops, as logs and timber are very scarce. Brigades of volunteers to-morrow, others following. First detachment of 100 men of 60th leave by Winnipeg River on 29th August. All the regulars will have left by same route by 1st of September. If you wish to send me any orders telegraph to N. S. Kittson, who will send me the message by bearer of this; he will wait 24 hours for answer.

(Signed) G. J. WOLSELEY, Colonel.

No. 24.

Lieut.-General the Hon. James Lindsay to the Secretary of State for War.

Sir, *Head-Quarters, Montreal, 9th September, 1870.*

REFERRING to my letter E 2,553, of 8th September, 1870, enclosing a Report and Telegram from Colonel Wolseley, I have now the honour to enclose copies of two further Telegrams from Colonel Wolseley, dated Fort Garry, 29th August, which have been received this day.

Also of a letter from him, dated Fort Garry, 24th August, reporting in detail his occupation of that post.

I have, &c.

(Signed) JAS. LINDSAY, Lieut.-General,
Commanding Ontario and Quebec.

Enclosure 1 in No. 24.

Received Montreal, 8th September, 1870, by Telegraph from Fort Garry, August 29th, St. Paul's, Minnesota.

Lieutenant-Governor
Archibald left
Collingwood for
Prince Arthur's
Landing and Fort
Garry on 10th Aug.
1870.

To General Lindsay,

FIRST detachment of two companies 60th Rifles left to-day, *via* the Winnipeg River, another Company leaves by same route to-morrow, and another by Snow's Path and north-west corner of Lake of the Woods. Nothing yet heard of Governor's whereabouts; everything perfectly quiet and orderly. The rebel ring-leaders have bolted across the frontier. I see no reason whatever to apprehend difficulties requiring military interference. Orders sent by express to-day to Prince Arthur's Landing desiring the company there to come here. If arrangements can be made for their conveyance, and provided no orders are received from you to the contrary, they can come *via* North-West Corner and Lake of the Woods. Please send them instructions at once upon receipt of this to prevent complication. Four companies of Militia have arrived to date. Health of every one is excellent. Some official of P. W. works should come here at once to look after construction of barracks. Mr. Dawson not yet arrived. I expect him daily. Could not instructions be sent to him by telegraph to do so?

(Signed) G. J. WOLSELEY, Colonel.

Received Montreal, 8th September, 1870, by telegraph from Fort Garry, August 29th, via St. Paul's, 8th.

To General Lindsay,

YOUR letter of 3rd August just received; everything perfectly quiet and orderly. I know of no good reason why any regulars should remain here; unless I receive positive orders to the contrary I shall send all back.

(Signed) G. J. WOLSELEY, Colonel

Enclosure 2 in No. 24.

Colonel G. J. Wolseley to the Military Secretary, Montreal.

Sir,

Fort Garry, August 24th, 1870.

I HAVE the honour to report, for the information of the Lieutenant-General Commanding in British North America, that I left "Fort Alexander," at the mouth of the Winnipeg River, at 3 P.M. on the 31st August with the whole of the Regular Troops of the Force under my command. I waited half a day at Fort Alexander, hoping to be joined by two companies of the Volunteers, but as they did not arrive I proceeded without them.

I encamped that night on "Elk Island" in Lake Winnipeg, about 18 miles from Fort Alexander, and the next day sailed with a fair wind and reached the north of the Red River at 1 P.M. the 22nd instant, encamping that night on the right bank of the river about 11 miles below the "Stone Fort," or "Lower Fort Garry," as it is sometimes called. We were welcomed by the Saulten Indians who live in the vicinity, and who had no idea of our arrival in the river until they saw our boats.

I took every precaution to prevent the news of our approach from spreading up the river.

On the morning of the 23rd we started at daybreak and reached the Stone Fort at 8 A.M. Here I left a considerable portion of our heavy stores, lightening the boats as much as possible, and taking on only 4 days' rations. After leaving the Stone Fort I threw out a company of the 60th as skirmishers on my right flank, the left bank of the river. This company was mounted on ponies, and kept ahead of the boats about 500 yards, the main body being on the road with an advanced party some little distance ahead, and connecting files to the river's bank, which is at times half a mile or more from the road; they had orders not to allow any person to pass them going up the river, but not to interfere with persons proceeding down the river.

Along the right bank, which was thickly wooded and but very sparsely peopled, I sent Lieutenant Butler, 69th Regiment, on horseback with orders to keep a little ahead and communicate with me at intervals.

I also had two signalmen with flags with the company on my right flank, one with the advanced guard of that company, and the other with the main body, whose services were of much use in keeping up communication between the skirmishers and the boats. At night-fall I encamped on the left bank about two miles below the English cathedral, and six below Fort Garry, and threw out outlying piquets under officers on each side of the river.

My intention had been to have marched by land with the first break of day on the fort, which was still held by Riel and an armed band of rebels whose number varied with each report that reached me, but during the night a heavy storm of wind and rain from the north-west came on, and by morning the road was ankle-deep in black gluey mud. I therefore continued my advance this morning in the boats with the same precautions as on the previous day, but sending Lieutenant Denison, one of my orderly officers, to the right bank in addition to Lieutenant Butler.

About 8 A.M. I reached "Point Douglas," about 2 miles from the fort. At this point the river makes a long bend, and the wood leads straight through the village of Winnipeg to the fort; I therefore disembarked and formed up on the left bank.

Receiving accurate information that Riel was still in the fort, and (report said) contemplating resistance, I advanced across the open prairie the column covered by a line of skirmishers; the guns being limbered up to the rear of the country carts, having a company of the 60th as a rear-guard 200 yards in rear. In this order I advanced crossing a bridge over a small creek, and passing round the village of Winnipeg (which I kept on my left flank, my right resting on the Assiniboine River), I moved straight on the fort; I was accompanied by about half a dozen of the loyal inhabitants mounted on horseback, who afforded me all the assistance in their power acting as scouts and guides.

On nearing the fort I could see that the gates were closed, and guns mounted on the bastions, but no flag was flying. Some of the mounted inhabitants who accompanied me then galloped towards the fort, followed by three of my staff, and making a complete circle round it, returned and reported that the gate opening on the Assiniboine River was open and nobody to be seen inside.

I then marched into the fort, which I found empty, having been deserted by Riel and his associates as soon as they saw me approaching; they had evidently made off in great haste, leaving their breakfast on the table half finished, and riding off as fast as they could. Riel crossed the Assiniboine River and escaped, but three of his Counsellors, attempting to pass up the left bank of that river, were stopped by my skirmishers and captured. These men were released during the day, there being no warrant out against them, or any sworn information by which I could detain them, although I knew that one of them had sat on the mock Court-Martial that tried and condemned Mr. Scott.

The Union Jack was then hoisted over the fort, a Royal Salute fired, and three cheers given for the Queen, which were caught up and heartily repeated by numbers of the inhabitants who had followed the troops from the village. I then got the men housed in the Hudson's Bay Company's buildings inside the fort; they were thoroughly drenched to the skin, the rain having poured down incessantly all day.

In conclusion I have only to add that the advent of the troops has been hailed with the greatest delight all along the river by the loyal people of all colours, who have afforded me every assistance in their power.

The conduct of the troops has been most exemplary throughout this arduous journey, and merits my warmest commendation.

I have, &c.
(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

No. 25.

The Colonial Office to the Under Secretary of State for War.

Sir, *Downing Street, 26th September, 1870.*
I AM directed by the Earl of Kimberley to transmit to you, for the information of Mr. Secretary Cardwell, a copy of a despatch from the Governor-General of Canada, enclosing a telegram from Colonel Wolseley, announcing the arrival at Fort Garry on the 24th ultimo of the Expedition under his Command. *See Enclosure 2 in No. 28.*

I am, &c.
(Signed) FREDERIC ROGERS.

Enclosure in No. 25.

Governor-General Sir J. Young to Lord Kimberley.

My Lord, *Quebec, 2nd September, 1870.*

IN the telegram which I forwarded to your Lordship yesterday, I had the satisfaction of announcing the safe arrival of Colonel Wolseley, with the Regular Forces under his command, at Fort Garry.

2. My telegram to your Lordship was based on a telegram from Colonel Wolseley to General Lindsay, which the General at once sent on to me, and of which I beg to enclose a copy. This is all the information which we have as yet received, but it is most satisfactory to be assured of the safe arrival of the Expedition, which under the able command of Colonel Wolseley has surmounted no ordinary difficulties in the new unformed track between Lakes Superior and Shebandowan, the long and toilsome boat navigation and the labours (cheerfully encountered both by officers and men) of the frequent portages.

3. The welcome with which the Expedition seems to have been generally received, raises good hopes for the future, which I trust the new Lieutenant-Governor, Mr. Archibald, will be able to realize. He cannot be very far behind the Expedition, and, unless delayed by some unforeseen accident would certainly have reached Fort Garry before the end of August; he counted upon arriving on or about the 26th of that month.

I have, &c.
(Signed) JOHN YOUNG.

Lieut.-General the Hon. James Lindsay to the Secretary of State for War.

Sir, S.S. "*Scandinavian*," 11th October, 1870.
 REFERRING to my letter of the 9th September, forwarding a copy of Colonel Wolseley's report of the 24th August, detailing the circumstances attendant on his entering Fort Garry, I have now the honour to enclose you a copy of his final report upon the Red River Expedition, dated 26th September, and marked A.

I had instructed Colonel Wolseley, after he had assisted the Militia Officers in making arrangements for feeding and lodging the force left at Red River for the winter, to resign his command into the hands of the Senior Canadian Officer, and to return to Canada. As he overtook the companies of the 60th Rifles on their return route, he was to give over charge to Colonel Fielden, and to join at Montreal in order that he might embark with me and the Head-Quarter Staff for England in this vessel on the 1st October, 1870.

This plan was perfectly carried out. Colonel Wolseley is on board with me, and all the 60th will have reached Ontario, I hope, before this.

Colonel Wolseley, in his report, recalls with proper pride the difficulties of his enterprise, and the discipline and endurance of the troops, Imperial and Canadian, which enabled him to surmount them.

As to the physical difficulties of the route, they can only be thoroughly understood by reference to the very full and valuable diary kept by Colonel Wolseley, and which is now in the hands of the Quartermaster-General, Horse Guards. The opinion formed of them by the Hon. Mr. Archibald, Lieutenant-Governor of Manitobah, who followed in Colonel Wolseley's track, will be seen from the enclosure B. I can also bear testimony to the difficulties of the route, having personally witnessed them when I inspected the road from Lake Superior to Shebandowan, and met the boats passing up the Kaministiquia early in July.

But other difficulties surrounded the Expedition, and distinguished it from its predecessors. These arose—

From its size, as compared with Colonel Crofton's and Major Seton's forces, and its mixed character;

From the necessity of taking over, and adopting, arrangements made by the Public Works and Militia Departments of Canada before any Military authority had been consulted;

From the opening out of a permanent communication with the North-West being mixed up with the progress of the Expedition;

And, lastly, from the possibility of opposition either from Fenian or other American sympathizers, or from our own people, whether settlers or Indians. This latter consideration, joined to apprehensions as to supplies of food in consequence of the disturbed state of the settlement, necessitated an advance with every precaution, and with three months' supplies and good reserves of ammunition.

All these difficulties have been surmounted by Colonel Wolseley and his Force.

I join with him in laying much stress upon the advantages to health and discipline resulting from the non-issue of a spirit ration, and I trust that its days are numbered in the British Army; but I attribute the good temper and endurance of the troops to the example of their Officers.

The mainspring of the whole movement was the Commander, Colonel Wolseley, who has shown throughout great professional ability. He has the faculty of organization, and resource in difficulty. He has served in many campaigns with distinction, and in this Expedition he has shown great aptitude for command.

It was entirely owing to him that, when the impossibility of using the road to Lake Shebandowan for the transport of boats became apparent, they were sent up the Kaministiquia, a route that had been pronounced impracticable for them. Had not this step been taken, the Regulars certainly could not have returned this season.

During the actual advance along the canoe route, Colonel Wolseley was in constant movement, sometimes in front, marking out the roads across the portages; sometimes in rear, organizing and superintending the brigade of boats.

His advance upon Fort Garry itself was conducted with skill and prudence.

On arrival there, he found himself in a country in a state of violent political excitement and discord, and without any civil government; and where his Force was the only representative of law and order, owing to the delay in the Lieutenant-Governor's arrival. His proceedings on this occasion, in desiring the Chief of the Hudson's Bay Company to assume the Government, and in abstaining from all interference with civil affairs himself, seem to me to have been eminently judicious.

I hardly think it possible to overrate the advantage Her Majesty's Government and Canada have derived from the employment upon this delicate as well as arduous service of an officer of Colonel Wolseley's attainments, character, and discretion. I have esteemed myself very fortunate in having such an instrument in my hand to carry out your orders with respect to the Red River Expedition.

I therefore confidently recommend Colonel Wolseley to the gracious favour of Her Majesty.

Colonel Wolseley bears testimony to the admirable conduct in all respects of the whole force, and he also brings to notice several of the officers who served most prominently under him, and who assisted him with their cordial support.

Colonel Fielden, Commanding 1st Battalion 60th Rifles, is an excellent officer. He was actively employed from the first in assisting to get the Militia Battalions into order, for which duty the highly efficient state of his own battalion showed that he was markedly qualified. He commanded the leading brigades in their advance, and throughout showed all the qualities of a good soldier. He was second in command.

The Governor-General kindly placed the services of his Military Secretary, Lieutenant-Colonel McNeill, at my disposal, and I gladly accepted them, as I was in want of energetic Field Officers. Lieutenant-Colonel McNeill was extremely useful to Colonel Wolseley, and is an excellent Staff Officer.

Brevet Lieutenant-Colonel Bolton, R.A., was the Deputy-Assistant Adjutant-General of the Force, and he was much employed on detached duties. His position at the Sault St. Marie at the outset of the Expedition was most difficult and responsible. In his absence Captain Huyshe, Rifle Brigade, Orderly Officer, satisfactorily performed the staff duties near Colonel Wolseley.

Colonel Wolseley also expresses his obligations to the Militia Staff Officers attached to him, Major McLeod and Lieutenant Denison.

You will be gratified to observe the tribute Colonel Wolseley pays to the Control system, as it worked upon this Expedition, under the able direction of Assistant Controller Irvine.

The medical duties were satisfactorily regulated by Surgeon-Major Young, 60th Rifles, as Principal Medical Officer.

Amidst the stirring military and political events now taking place in Europe, the happy solution of the Red River difficulty, without bloodshed or political entanglements, may attract less attention than it deserves; but I know that the merits of the officers and soldiers who took part in the Expedition will meet with due recognition from you, to whom the importance of the service rendered is known, and before whom all the details of the operation have now been laid.

I have, &c.

(Signed) JAS. LINDSAY, *Lieut.-General.*

Enclosure 1 in No. 26.

A.

Colonel G. J. Wolseley to the Military Secretary, Montreal.

Sir,

S. S. "Chicora," September 26th, 1870.

IN continuation of my previous reports upon the progress of the Red River Expeditionary Force, I have the honour to state that the Regular Troops embarked at Fort Garry upon their return journey by detachments between the 29th August and the 3rd September, with the exception of one Company of the 60th Rifles, which I was enabled to send by land to the north-west corner of the Lake of the Woods, where it embarked on the 11th instant.

Immediately upon receiving your instructions directing me to return as quickly as possible to Canada, I made arrangements for doing so, and having left Fort Garry on the 10th, I reached Prince Arthur's Landing on the 22nd September.

All the troops except one Company of the 60th, and the Detachments of Royal Artillery and Royal Engineers, had reached Rainy River by the 15th instant, having safely ascended the dangerous rapids of the Winnipeg River. Judging from the time that the several companies took in going from Red River to Rât Portage, I have every reason for supposing that the last brigade of boats will have reached Lake Shebandowan by the end of this month.

I made all the necessary arrangements for the embarkation of the Regulars at Prince Arthur's landing before I left that place on the 24th instant.

The objects of the Expedition have been successfully accomplished without loss of life, and I take the liberty of again bringing to your notice the admirable conduct of the troops engaged in it. I have no hesitation in saying that the excessive labour so cheerfully endured and so equally shared in by all ranks, has never been surpassed in any previous military expedition.

The Regular Troops and Militia vied with one another in their enthusiastic anxiety to push forward, each being mutually determined that neither should out-do the other. This praiseworthy rivalry enabled them to make the entire distance of over 600 miles in about 7½ weeks, carrying with them their provisions for 60 days, two 7-pounder guns with their equipment, a large amount of ammunition and hospital and other stores, all of which had to be carried on their backs over 47 portages, making a total distance of more than 7 miles. Where Officers see such an example in carrying heavy loads, their men as might be expected, imitated them unhesitatingly.

It must not be forgotten that Shebandowan Lake, where the force finally embarked, is over 800 feet above the level of Lake Superior, and that with the exception of a few boats transported on wagons, all had to be dragged up that height by manual labour over the portages of the Kaministiquia River; this will convey an idea of the work performed at the outset of the Expedition.

From the 25th May (when the first detachment disembarked at Prince Arthur's Landing) to the 16th July (when the 1st brigade of boats made their final start for Fort Garry) the men were constantly employed in landing stores, road-making, and getting their boats up to Shebandowan Lake. During that time they also constructed a strong square redoubt for the protection of the storehouses, &c., at their base of operations, Prince Arthur's Landing. During the 13 weeks which elapsed between the disembarkation at that post, and our marching into Fort Garry, it rained upon 45 days, and upon many occasions every one was wet for days together. Notwithstanding the magnitude of the labour, the exposure to inclement weather, and the great annoyance from mosquitoes thus endured, there was not throughout the whole of this arduous operation the least murmur of discontent heard from any one. From first to last there was a total absence of crime, and I may add of sickness also. Never has any body of men on active service been more cheerful or more healthy.

This has been one of the few military expeditions where spirits have formed no part of the daily ration, and where no intoxicating liquor was obtainable. I consider that the above-mentioned happy results are in a great measure to be attributed to this fact. A large ration of tea was issued instead, and I found that the men worked better upon it than I have ever seen soldiers do upon any previous occasions where rum formed part of their daily allowance.

The duties in connection with this Expedition have been of a most peculiar nature. During our advance the force was necessarily divided into numerous detachments. No roads of any description existed in the country by means of which communication could be maintained between them. The modern inventions of steam, and the electric telegraph, &c., &c., which in these days play such a prominent part in war, could not be brought to assist us. We were launched out into a desert of trees and water, carrying everything we required with us, unable even to avail ourselves of the assistance of horses, or other draught cattle.

Once cut adrift from our base at Prince Arthur's Landing, until we had forced our way through the 600 miles of forests that separated us from the inhabited country at the Red River, we were beyond the reach of all assistance from the outside world, and had to rely upon our own exertions solely to carry us through. Except that we were armed with superior weapons, the Expedition might have been one of classic times, so primitive was our mode of progression, and so little assisted were we by modern appliances.

I beg to record my appreciation of the assistance I have received throughout from Colonel Fielden, commanding the 1st Battalion 60th Rifles. Previous to starting from Canada he was detailed to superintend the organization of the two Battalions of Militia then being raised for this service, a duty he performed to my entire satisfaction. He subsequently commanded the three leading brigades during the advance to Fort Garry. Upon them fell the arduous task of cutting out the roads across the portages, and fitting them with rollers to enable the boats to be dragged safely over them. This was done most efficiently under his supervision. I consider him to be one of the very best Regimental Officers I have ever known, and the admirable order existing in his battalion bears witness to his ability.

The services of Lieutenant-Colonel McNeill, Military Secretary to the Governor-General, having been placed at my disposal, I gave him at first the general superintendence of the embarkation at Shebandowan Lake. It was a duty requiring great good temper, judgment, and nice arrangement. It was most successfully carried out, notwithstanding the many difficulties he had to contend with. He proved himself throughout to be an able and energetic Staff Officer, and I consider myself most fortunate in having had him with me.

Lieutenant-Colonel Bolton, Royal Artillery, who was my Deputy-Assistant Adjutant-General, superintended the transit of the force over the road at the Sault St. Marie, between Lakes Huron and Superior. I always found him most anxious and energetic in the performance of his duties. As the entire force was seldom concentrated, I was obliged to employ Lieutenant-Colonel Bolton upon detached duty throughout nearly the whole operation, it being essential to have Regular Officers of his rank at several points. During his absence the duties of Deputy-Assistant Adjutant-General were well carried out by Captain Huyshe, Rifle Brigade, one of my Orderly Officers.

My other Orderly Officer was Lieutenant Denison, of the Canadian Militia, who is a most promising and zealous soldier.

Upon leaving Fort Garry, I handed over command to the Senior Officer of the Militia, leaving Major MacLeod, of the Canadian Militia, as Brigade Major to the Force remaining there; from what I have seen of him I consider him to be admirably qualified for the position, and to be one of the best of the Militia Officers belonging to the Expeditionary Force.

As regards the civil administration, I have to remark that the amalgamation of the many Civil Departments into one, that of the Control, was put upon its first practical trial in the field during this Expedition, with the happiest results. I found that having all the Civil Officers available for any sort of duty connected with administration was a great economy of labour, and enabled the duties to be performed by a much smaller number than could have been done formerly, when, under similar circumstances, it would have been necessary to have had an Officer of each department present at every post, and perhaps with each detachment of troops. A vast amount of useless correspondence is saved by the new system, and the administrative labour that must always more or less devolve upon an Officer Commanding a mixed force in the field, is greatly reduced, and his work facilitated thereby, giving him more time to attend to his important military duties. I was most fortunate in having such an able and energetic officer as Assistant Controller Irvine at the head of the administrative affairs of the Force. His arrangements throughout were admirable, and I can confidently say that no body of fighting men on service were ever better fed, or their wants better provided for, than were those comprising the Red River Force. When it is remembered that 150 miles intervened between the advanced and rear guards upon first starting from Shebandowan Lake, and that we were without the invaluable aid of telegraphic communication, the difficulties of the administrative duties may be partially appreciated. The numerous difficulties of providing for the wants of a force proceeding through such an extensive wilderness, under such circumstances, where there were no supplies of any description to be obtained, were overcome by Mr. Irvine's admirable arrangements.

Surgeon-Major Young, 60th Rifles, my Principal Medical Officer, made the fullest arrangements for the care of the sick and wounded (had there been any), and his exertions in that department gave me entire satisfaction.

I have never before been employed upon any duty in the field, where, owing to the peculiar nature of the service, and the work to be accomplished, the ultimate success depended so entirely upon the zeal and ability of the Company Officers. To all of them I am deeply indebted for the manner in which they carried out my orders.

In conclusion, I take the liberty of thanking the Lieutenant-General Commanding for the manner in which he forestalled our wants, and acceded to every application I made to him. It was the consciousness of having him behind me that made me throughout so sanguine of success.

I have, &c.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Forces.

Enclosure 2 in No. 26.

B.

Mr. Archibald to Colonel Wolseley.

Dear Colonel Wolseley, *Indian Mission, Red River, September 2nd, 1870.*
I TAKE the earliest opportunity in my power to congratulate you on the magnificent success of the Expedition under your command.

I can judge of the work you have had to do all the better from having seen for myself the physical obstacles that had to be met and overcome, obstacles which, I assure you, exceed anything I could have imagined.

It is impossible not to feel that the men who have so triumphed over such difficulties must not only have themselves worked well, but also must have been well led, and I should not be doing justice to my own feelings if I were not, on my arrival here, to repeat the expressions of admiration extorted from me, as I passed along in view of the difficulties you had to meet, and what you had so triumphantly surmounted.

I have, &c.

(Signed) A. G. ARCHIBALD.

No. 27.

Major-General the Hon. James Lindsay to the Secretary of State for War.

Sir,

War Office, October 18th, 1870.

I HAVE the honour to acquaint you that I have received information by cable telegram, that the whole of the companies of the 1st Battalion 60th Rifles, and the detachments of Royal Artillery, Royal Engineers, Army Service Corps, and Army Hospital Corps, employed on the Expedition to Red River, had arrived in Montreal by Friday, the 14th instant.

One man was left at Fort Garry with inflammation of the lungs; with that exception, the Regular Force returned to Canada with no sick, and with no casualty by drowning, or of any other description.

I have, &c.

(Signed)

JAS. LINDSAY, *Major-General,*
late Lieut.-Gen. Commanding in Canada.

No. 28.

The Colonial Office to the Under Secretary of State for War.

Sir,

Downing Street, 27th October, 1870.

I AM directed by the Earl of Kimberley to transmit to you, for the information of Mr. Secretary Cardwell, a copy of a despatch from the Governor-General of Canada, enclosing copies of reports from his Military Secretary, Lieutenant Colonel McNeill, respecting the progress of the Red River Expedition.

I am to state that another despatch has been received from the Governor-General, dated the 13th September, enclosing the documents of which a list is annexed, relating to the same subject. Lord Kimberley presumes that the reports from Colonel Wolseley, enclosed in Colonel Earle's letters to the Governor's Military Secretary, have been received at the War Office, and he therefore thinks it unnecessary to enclose copies, but they will be forwarded if Mr. Cardwell should desire it.

I am desired to take this opportunity of enclosing a copy of a despatch which Lord Kimberley has addressed to the Governor-General, congratulating Colonel Wolseley on the successful result of the Expedition.

I am, &c.

(Signed)

FREDERIC ROGERS.

Enclosure 1 in No. 28.

Sir John Young to the Earl of Kimberley.

My Lord,

Quebec, Canada, 13th September, 1870.

REFERRING to previous despatches, I have the honor to transmit herewith copies of further reports from my Military Secretary, Lieutenant-Colonel McNeill, V.C., announcing the arrival of the Red River Expedition at Fort Alexander on the 20th, and at Fort Garry on the 24th of August.

I have, &c.

(Signed)

JOHN YOUNG.

Lieut.-Colonel McNeill to the Governor-General.

Sir,

Fort Garry, 24th August, 1870.

I HAVE the honor to report that Fort Garry was occupied by the regular troops under Colonel Wolseley at 10 o'clock this morning, without opposition.

Riel and his followers abandoned the place only a few minutes previous to our arrival. From the number of loaded muskets found in various parts of the buildings, and from the disposition of the guns, it was evident that almost up to the last they had determined to resist.

The troops at present occupy the buildings of the Hudson's Bay Company inside the Fort.

I have, &c.

(Signed)

J. C. McNEILL, *Lieut.-Colonel,*
Military Secretary.

Lieut.-Colonel McNeill to the Governor-General.

Sir, *Fort Alexander, Mouth of Winnipeg River, 21st August, 1870.*
I HAVE the honor to report that I reached this place with Colonel Wolseley last night.

Detachments of Royal Artillery and Royal Engineers had arrived on the 18th, and the last company of regular troops came in shortly after Colonel Wolseley.

No accident of any sort had occurred, and the men are all in capital health.

Colonel Wolseley has ordered the Force to start for Fort Garry at 3 p.m. to-day, so that we shall probably reach that place on Tuesday morning, the 23rd.

The brigades of the Militia regiments are close behind, so that the Regulars will be able to start on their return journey after a short rest in the settlement; and as it is reported that the road from Fort Garry to the north-west angle of the lake of the woods has been made passable, it is probable that the troops will return by that route, their boats being conveyed up the Winnipeg river by voyageurs, the men thus being saved much severe labour.

The latest accounts from Fort Garry lead to the belief that Riel's adherents are deserting him, but also declare that they will not permit him to leave the settlement.

It is said that a meeting was held the other day, at which some 600 armed men were present to decide whether any opposition should be offered to the troops, but that nothing was decided on.

On arrival at Fort Garry I will report to your Excellency the position of affairs there.

I have, &c.

(Signed) J. C. McNEILL, *Lieut.-Colonel,*
Military Secretary.

Enclosure 2 in No. 28.

List of Enclosures in despatch from Governor-General of Canada to the Earl of Kimberley, dated Quebec, 13th September, 1870: No. 206.

LETTER from the Military Secretary to the Lieutenant-General Commanding in Ontario and Quebec to the Governor-General's Military Secretary, dated Montreal, 8th September, 1870.

LETTER from Colonel Wolseley to the Military Secretary, Montreal, dated Fort Francis, 9th August, 1870.

LETTER from the Military Secretary to the Lieutenant-General Commanding in Ontario and Quebec to the Military Secretary to the Governor-General, dated Montreal, 9th September, 1870, enclosing telegrams.

LETTER from Colonel Wolseley to the Military Secretary, Montreal, dated Fort Garry, 24th August, 1870.

Enclosure 3 in No. 28.

The Earl of Kimberley to Sir John Young.

Sir, *Downing Street, 14th October, 1870.*

I HAVE the honor to acknowledge the receipt of your despatches No. 197 of the 1st of September and Nos. 206 and 207 of the 13th of that month, enclosing, with other documents relating to the progress of the Red River Expedition, advices from Colonel Wolseley announcing his arrival at Fort Garry on the 24th of August.

I have perused with much interest Colonel Wolseley's clear and satisfactory account of the arrival of the Expedition. His despatches do not state to what subordinate officers credit is due for its successful prosecution, but I observe with pleasure that the conduct of the soldiers has been exemplary; and I am fully aware, that an operation which, before its commencement was alleged by competent authority to be beset with almost insuperable difficulties, could not have been thus accomplished without drawback and disaster, except by the forethought, energy, and vigilance of the Commanding Officer. Her Majesty's Government have pleasure in ascribing the results of this Expedition, the flight of Riel and his associates which, under the circumstances may be regarded as opportune, the relief of the orderly inhabitants from the state of apprehension in which they lived, and the restoration of confidence and prosperity, which will no doubt ensue, to the prudence, vigour and steadiness with which the directions of the Government have been executed both by Colonel Wolseley and the officers and soldiers whether of the Imperial or Canadian forces who have acted under his orders.

I have, &c.

(Signed) KIMBERLEY.

APPENDIX.

OFFICIAL Journal of the Red River Expedition.

Wednesday,
May 11th, 1870.

Departure from
Montreal to Toronto.

IN accordance with General Order of the 3rd May, 1870, Colonel Wolseley, commanding the Red River Expeditionary Force, accompanied by Lieutenant-Colonel Bolton, Royal Artillery, Deputy-Assistant Adjutant-General to the Expedition; Assistant Controller M. B. Irvine, in subcharge of the Expedition; and Captain Huyshe, Rifle Brigade, Orderly Officer to Colonel Wolseley, left Montreal by the 8:30 A.M. train for Toronto. They were accompanied by Lieutenant-General the Honourable J. Lindsay, his Aide-de-Camp Captain FitzGeorge, of the 23rd Regiment, and Lieutenant-Colonel Martindale, R. E., Deputy Controller. The Manager of the R. R. C., Mr. Cumberland, kindly furnished his own car for the use of the party.

Thursday,
May 12th, 1870.
Journey to Collingwood and back.

Arrived at Toronto at 3 A.M., and proceeded to Collingwood by special train at 9 A.M., accompanied by Mr. Cumberland and Mr. S. I. Dawson. Reached Collingwood at 1:30 P.M. Inspected the side-wheel steamer "Francis Smith," which was found to be a very fine boat, capable of accommodating 250 men and 40 horses. Then inspected the "Chicora," a very fast boat,* fitted up for passenger traffic, but large enough for 210 men and 24 horses if the ladies' cabin were appropriated. Returned to Toronto at 8 P.M. with the Captains and agents of these vessels, and of the "Algoma" also. A tariff on reasonable rates was arranged with them by Mr. Cumberland and Colonel Martindale, and the result was telegraphed to Ottawa; but an answer was received next day from the Dominion Government to "hold on," and make no arrangements, as the Honourable Mr. Campbell, the Postmaster-General, would undertake that duty.

Friday, May 13th, to
Thursday, May 12th,
1870.

Busily engaged at Toronto in organizing the Expedition, getting everything in order, selecting horses from K Battery Royal Artillery (of which 65 were taken), and completing the two battalions of Militia.

Friday,
May 13th, 1870.
Departure of Lieut.-
Colonel Bolton
for the Sault.

The 1st Regiment was soon completed, but the 2nd, or Quebec, Battalion could not fill its ranks, volunteering to it from the other Military Districts not being allowed. This Battalion was still 90 men short when Colonel Wolseley left Toronto, on the 21st instant.

Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General, left Toronto by the 8:30 A.M. train for Collingwood, to superintend the putting up of fittings for horses on board the "Chicora" (these fittings are of the simplest description, and are fully described in the R. R. Book), and to proceed in her next day to the Sault St. Marie, there to remain in command. During his absence his duties devolved on Captain Huyshe.

Saturday,
May 14th, 1870.
Departure of two
companies 1st Ontario
Rifles for the Sault.

At noon, two companies (Nos. 1 and 4) of the 1st Ontario Rifles, under command of Captain Cook, left Toronto by train for Collingwood, where they embarked on board the "Chicora,"—together with 24 horses, a supply of stores, camp equipment, boats, &c.,—and sailed at 9 P.M. for the Sault, under command of Colonel Bolton.

Owing to telegraphic information from Ottawa respecting Fenian intentions, two more companies were ordered to proceed on Monday next, and a letter was written to Colonel Bolton (*vide Confidential Letter Book*, page 10).

Monday,
May 16th, 1870.
Departure of two
companies Ontario
Rifles for the Sault.

At 7 A.M., two companies (Nos. 2 and 3) of the 1st Ontario Rifles proceeded by train to Collingwood, under command of Major Wainwright, and embarked in the "Wanbano," for the Sault. Surgeon Codd, 1st Rifles, proceeded in medical charge, to remain at the Sault. A proportion of camp equipment, stores, &c., was sent with this detachment.

Saturday,
May 21st, 1870.
One company 1st
Battalion 60th Rifles
from Toronto for
Thunder Bay.
Colonel Wolseley
and Staff ditto.

At 7 A.M., one company (G) of the 1st Battalion 60th Rifles under Captain Ward, proceeded by train to Collingwood, and embarked in the "Chicora" for Thunder Bay; 64 horses left Toronto at the same time, 24 of which with teamsters, 15 boats, about 75 voyageurs, stores, and camp equipment, were embarked in the "Chicora." Colonel Wolseley, Assistant Controller Irvine, Captain Huyshe, Lieutenant Denison, Doctor Young, 1st Battalion 60th Rifles, Principal Medical Officer to the Force, and Assistant Surgeon Robertson, Royal Canadian Rifles, in medical charge, accompanied this detachment.

The detachments of Royal Artillery under Lieutenant Alleyne, and Royal Engineers under Lieutenant Heneage, expected to arrive in steam-ship "Corinthian" from Montreal, were ordered to remain at Toronto till Monday, 23rd.

Three companies 60th Rifles from Ottawa (per steam-ship "Corinthian") were ordered, with one company 60th Rifles from Toronto, to proceed to Collingwood at 1 P.M. and embark on board steam-ship "Francis Smith" for Thunder Bay, together with 40 horses. The "Chicora" sailed from Collingwood at 6 P.M., in a thick fog. The day had been cloudy and overcast, with occasional and slight showers of rain.

* She had been built for running the blockades during the American War.

Passed to the northward of Great Manitoulin Island, having lain to during the night for four or five hours. At 9:30 A.M. stopped at Killarney to deliver the mails; through a narrow channel amongst barren rocky islands, covered with a growth of stunted pines. At 9 P.M. reached the Bruce Mines; stopped there for the night, the channel ahead being too intricate to attempt without day-light.

Bright sunny day and warm, little or no wind.

Started from the Bruce Mines at day-light, but lay to for an hour during a heavy storm of thunder and lightning, accompanied by hail and rain. Stopped at Garden Island at 8 A.M. to deliver mails. Reached the Sault at 8:45 A.M.; found the schooners "Pandora" and "Orion" lying at the wharf, loaded with boats and stores for Mr. Dawson's party: presently the propeller "Chickland" came and towed them off to the American canal. Colonel Bolton and Mr Simpson, M.P. for Algoma, came on board and reported a very cordial feeling as existing at present with the United States Commandant at Fort Brady, Colonel Offley. "Chicora" came alongside the wharf and landed troops and military equipment of all kinds, also two horses for the use of Colonel Bolton and Captain Nagle. The remainder of the horses, boats, stores, &c. being allowed through the canal.

The troops then marched to Colonel Bolton's camp, $1\frac{1}{2}$ miles distant, where they were temporarily put up in one of the barns of the Hudson Bay Company's post (for description of Camp, vide Colonel Bolton's letter from Sault St. Marie, dated May 17th). At 4:30 P.M. No. 1 Company (Captain Cook) of the 1st Ontario Rifles marched from the camp to the wharf at the upper end of the Sault, to embark on board the "Chickland" to accompany and protect the two schooners she was towing from any Fenian attempt. At 5 P.M. the company of the 60th left the camp and marched to the wharf, three-quarters of a mile, and embarked in a scow in two detachments, and were towed to the "Chicora" by a tug. The road from the lower to the upper end of the Sault, $2\frac{1}{2}$ miles, was found to be in good order, a great deal of work having been done to it since the arrival of Colonel Bolton, two bridges built, a wharf and a new scow capable of carrying 400 barrels, and other improvements. Found that the "Chicora" had been waiting for us two hours, which time might have been profitably employed by the Captain in coalifig, and the loss of which occasioned a serious subsequent delay. Sailed from the Sault at 6:20 P.M., and stopped 5 miles up the river St. Mary, at Point aux Pins, for coal. Darkness coming on, the Captain decided to remain there all night. Opposite the Sault the river is about three-quarters of a mile wide at its narrowest part, but opens out considerably above the rapids.

Weather cloudy and threatening rain, fog came on after sunset.

Left Point aux Pins at day-light. At noon the men of the 60th came up on deck and gave three hearty cheers for the Queen.

Out of sight of land all day. Fresh breezes from north-west, a little sea on. Weather cloudy and very cold.

Sighted land early this morning, passed Thunder Cape about 7:45 A.M., and anchored off the end of the road to Lake Shebandowan at 10 A.M. Landed troops and camp equipment immediately, and Colonel Wolsley named the place "Prince Arthur's Landing" in honour of His Royal Highness. Encamped on a dry cleared spot, but limited, with the road on our right flank fronting the lake. Landed the horses (22) safely, and got all stores, boats, &c., ashore by 10 P.M. A tremendous fire last week devastated the country for miles around and burnt some of the smaller bridges on the road. Colonel Wolsley wrote to Colonel Earle, and sent a telegram to General Lindsay, of our safe arrival, to be forwarded from Collingwood.

Weather lovely; no signs of the "Francis Smith." "Chicora" left at 10 P.M. for the Sault.

Very cold during the night, but lovely day again. Colonel Wolsley left the camp on horseback at 8 A.M. to ride over the road with Mr. Russell. No signs of the "Frances Smith."

Men employed all day in making themselves comfortable.

"Algoma" and "Brooklyn" arrived at 3 A.M. "Chickland," with the two schooners "Pandora" and "Orion" in tow, at 11:30 A.M. Head-quarters and four companies of the 1st Battalion 60th Rifles under Major Robertson landed by 9 A.M. and encamped alongside the company already here. One company 1st Ontario Rifles under Captain Cook landed from "Chickland" at 2 P.M., and encamped about half a mile north-east of the main road, on a little clearing with a pretty trout stream flowing past their front; the lake on their right flank. Colonel Wolsley returned at noon, having ridden 31 miles over the road, the first 26 miles of the road in good order, but some of the smaller bridges burnt by the late fire. Men employed all day in unloading steamer "Algoma" and stacking stores under marquees. 32 horses landed from "Algoma" and "Brooklyn," some of them sick with bad colds and two injured on board "Frances Smith," having been gored by the oxen on board. Colonel Bolton reported bad behaviour on the part of the Captain of the "Francis Smith," who was drunk the whole way, and finally refused to go beyond the Sault without a guarantee of 65,000 dollars. (Vide Colonel Bolton's letter of 24th instant, Enclosure No. 5, page 35).

Working party employed the whole afternoon making a road from Head-quarters Camp to Camp of 1st Ontario Rifles.

"Algoma" left about 7:45 P.M. for the Sault, taking letters from Colonel Wolsley to the Military Secretary, and a telegram for the General, and official letters for Colonel Bolton, &c. Fine weather still continuing.

Two companies 1st Battalion 60th Rifles left the camp at 4 A.M. to be posted on the

Sunday,
May 22nd, 1870.
En route to the
Sault.

Monday,
23rd May, 1870.
Arrival at the Sault,
and passage of the
"Chicora" through
the canal.
Disembarkation of
Colonel Wolsley and
Staff, and one com-
pany of 60th Rifles at
lower end, and re-
embarkation at upper
end.

Embarkation of
No. 1 Company On-
tario Rifles, on
"Chickland," for
Thunder Bay.

Tuesday,
May, 24th 1870.
En route from the
Sault to Thunder
Bay.

Wednesday,
May 25th, 1870.
Landed at Thunder
Bay.

Thursday,
May 26th, 1870.

Friday,
May 27th, 1870.
Head-quarters 1st
Battalion 60th Rifles,
landed 18 officers,
213 men.
One company On-
tario Rifles landed, 3
officers 50 men.

Departure of
"Algoma," 7:45 P.M.
Saturday,
May 28th, 1870.

Two companies 60th left camp to work on the road, 5 officers and 87 men.

Sunday,
May 29th, 1870.

Monday,
May 30th, 1870.

Tuesday,
May 31st, 1870.

road as working parties, one company at the bridge over the Kaministiquia River, 21½ miles distant; the other at a lake on the left of the road, 15 miles. These parties to receive working pay from the Public Works Department at the following rates:—Serjeants, 2s.; Corporals, 1s. 6d.; Privates, 1s. per diem; and one timekeeper for each party at 2s. per diem.

Colonel Welseley selected a site and commenced clearing it for a temporary magazine. Working parties occupied making a road to the camp of 1st Ontario Rifles. "Brooklyn" unloaded after a hard day's work; men working till 11 P.M. Fine day; fresh breeze from S.S. East, heavy surf on the shore.

Divine Service parade at 9 A.M., Rev. Mr. Wilson, a missionary to the Indians, officiated. A fatigue party of 12 men to finish stacking barrels. Another glorious day; strong breeze from east, got up with the sun, and working round to the westward; moderated at sundown.

The detachment that marched yesterday to the lake 15 miles up the road reported the water bad; marched one mile further and camped.

Fine weather still continuing, with strong breeze. Surveyed the camp with prismatic compass and make a sketch, which is herewith enclosed. Working parties of 50 and 20 men employed all day, one party on the main road, about half a mile from camp, the other on the new road to Militia camp. Fatigue party of 25 men from 1st Ontario Rifles, magazine being proceeded with.

	Officers.	Men.	Total.
Royal Artillery ...	1	19	20
Royal Engineers ...	1	19	20
1st Bn 60th ...	1	25	26
2nd O. Rifles ...	...	1	1
	3	64	67

This detachment left Toronto 7:30 A.M. 24th. Left Collingwood in "Prince Alfred" midnight 25th. Arrived at Sault 6 P.M. 27th. Left Sault in "Clematis" 4:30 P.M. 29th. Reached Prince Arthur's Landing 5 P.M. 31st.

also that the "Algoma" had gone down to Collingwood, passing the Sault at 2:20 P.M. 29th instant.

Steamer "Union" in sight at 8:45 A.M. Sent tug out to bring her in; anchored at 9:30. One company and a-half 60th Rifles, under Captain Northey, landed and camped by 11 A.M. "Clematis" and "Snow Bird" unloaded and returned to the Sault, starting at 4 P.M. Letters written to the Military Secretary and Colonel Bolton, and marching in states forwarded to Deputy Quartermaster-General. Deputy-Assistant Commissary-General Myer sent per steam-ship "Clematis" to relieve Deputy-Assistant Commissary-General Fuller, ordered to Montreal. Wagons landed from "Union"; Reserve S.A.A. and ammunition for the guns landed at magazine wharf and stored there. Lieutenant Heneage, R.E. designed and commenced a palisaded earth redoubt, 25 yards by 15 yards, round the magazine, as a fort during the absence of the Expedition. Very hot weather.

The Militia put on as a working party, the 60th furnishing the fatigue for the wharf, also the working party for the main road. One company 60th marched at 4 A.M. for the Kaministiquia River, there to be stationed as an additional working party. Five wagon loads of stores sent off to Kaministiquia River as a commencement of a dépôt of supplies to be formed there. Mr. Dawson sent out his voyageurs to cut palisades for Lieutenant Heneage's stockaded fort, also began platforms as carriages for the boats—mounted 4 or 5 in this way. Weather very hot. Barometer falling, a threatening rain, but none fell. Woods apparently on fire, the air full of smoke, and haze. Unloading of "Union" still continued.

Working and fatigue parties same as yesterday. Steam-ship "Union" finished unloading at 8 A.M. Twenty-five men and one officer 60th left the camp at day-light, with one day's rations to haul woods for the stockade. "Union" paid off and discharged. She sailed at 10 A.M. Steam-ship "Chicora" arrived and anchored at 8:30 P.M. Forty horses landed by 11:30 P.M. Mail bag and letters delivered. Four boats left camp for River Matawan, on wagons. Cloudy, and threatening rain. Slight shower about 10 P.M. Six wagon loads of stores sent off to Kaministiquia River.

Disembarked head-quarters and four companies 1st Ontario Rifles at 4 A.M. Lieutenant-Colonel McNeill, V.C., arrived in "Chicora." A detachment of 60th Rifles embarked in six flat-bottomed boats, with 36 days' provisions, and were towed off at 6:30 A.M. by the tug to Fort William, where they took in two voyageur Indians in each boat, and started to go up the Kaministiquia and Matawin rivers to Lake Shebandowan. Employed all day in unloading the "Chicora." Working parties employed as usual; 15 wagons landed from "Chicora," also a collarmaker for the Land Transport Corps, and 18 teamsters. Information received from Colonel Bolton that Mr. Hamilton had hired by his order the steam-ship "Artic" for 25 days at 400 dollars per diem. Orders sent to Colonel Bolton to break off contract with "Artic" as soon as possible, as she will not be required.

A

(Signed)

G. J. WOLSELEY, Colonel,

Commanding Red River Expeditionary Force.

Camp, Prince Arthur's Landing,
Thunder Bay; 4th June, 1870.

Wednesday,
June 1st, 1870.
60th Rifles, 25 officers and 79 rank and file. Left Toronto 7 A.M. 24th May. Left Collingwood in "Prince Alfred" midnight 25th. Arrived at Sault 6 P.M. 27th. Left Sault in "Union" 5 P.M. 30th. Reached P. Arthur's Landing 10:30 A.M. 1st June.

Thursday,
June 2nd, 1870.
One company 1st Bn 60th, detached to Kaministiquia river—2 officers and 45 rank and file.

Friday,
June 3rd 1870.
Arrival of steam-ship "Chicora," 219 officers and men, 40 horses, 18 teamsters, 15 wagons.

Saturday,
June 4th, 1870.
1st Ontario Rifles, 17 officers, 201 rank and file. Staff officer, Lt.-Col. McNeill, V.C. This detachment left Toronto 7:30 A.M. 31st May. Left Collingwood 5:30 P.M. 31st. Arrived at Sault 5 A.M. 2nd June. Left Sault 5 P.M. 2nd June. Arrived at P. Arthur's Landing 8:30 P.M. 3rd June. 1st Bn. 60th Rifles, 3 officers and 34 rank and file, left at 6:30 A.M. for Lake Shebandowan by water

A copy of the Specification for the rough fittings put up in the steamer conveying our horses is forwarded herewith. Also a survey of the Camp by Captain Huyshe, 1st Battalion Rifle Brigade accompanies this Journal.—G. J. W.

For the Quartermaster-General
of the Army, Horse Guards.

TRANSPORT OF HORSES BY LAKE.

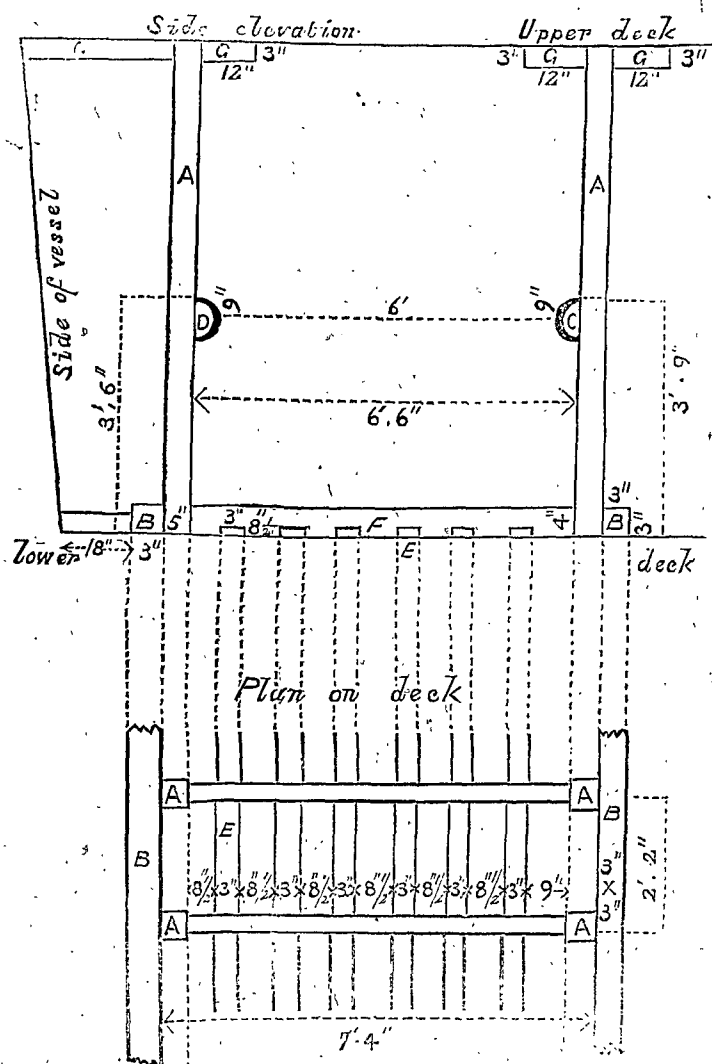
Toronto, 14th May, 1870.

SPECIFICATION of rough fittings required for horses in the steamers plying between Collingwood and the Sault St. Marie, and for those plying between that place and Thunder Bay.

As the voyages are so short, and as very rough weather is not anticipated, it is not intended to place parting bars between the horses, nor provide them with hammocks.

The fittings will be of the simplest description, as follows:—

Two *cants* of scantling, 3 in. by 3 in. (marked "B" in Sketch), to be laid down *Cants*.



on the deck running fore and aft, with a clear space between them of 7 ft. 4 in. The outside one being, if possible, at least 18 in. from the side of the vessel. They will be firmly spiked to the deck; a spike to be driven at every 12 in.

Upright *stanchions*, 5 in. by 5 in. (marked "A" in Sketch), to be placed inside the *Stanchions*. *cants*, and extending between the two decks, to which they will be secured by spikes driven obliquely, and by *cleats* (marked "G" in Sketch) of 3-in. timber placed round them. These cleats to be spiked to both decks; the cleats to the rear stanchions to extend to the side of the vessel. The stanchions to be 2 ft. 2 in. apart from centre to centre.

A *Breast-piece* (marked "C" in Sketch) 9 in. deep, of 3 in. stuff, to be secured to the inside of the front stanchion by countersunk screws, so that its upper side may be 3 ft. 9 in. above the deck: it must be planed all over its inner side; its upper and lower corners on inside being rounded off so as not to scratch the horses.

A *Haunch-piece* (marked "D" in Sketch) 9 in. deep, of 3-in. plank, to be secured by countersunk screws to inside of rear stanchions, so that its upper side may be 3 ft. 6 in. above the deck. Its inner and upper sides to be planed over, the corners being rounded off smooth.

Cross battens.

Six *cross battens* (marked "E" in Sketch) to be secured to the lower deck, fore and aft, with countersunk nails. They will be 3 in. wide and 2 in. deep, and be placed at intervals of 11 in. from centre to centre, except the two middle ones, which will be 12 in. apart.

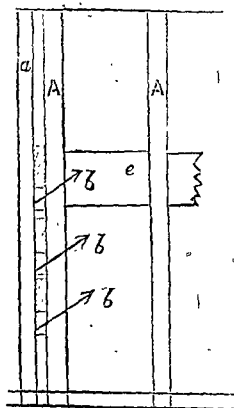
A longitudinal batten (marked "F" in Sketch) 4 in. deep and 3 in. thick will extend between each front and hind stanchion. It will be scored to fit over the cross battens, and spiked to the deck below.

The horses will be secured by their halters to the front stanchions, an extra piece of rope being used, so that the head of each horse may be secured on both sides.

They will be fed with corn from nose-bags, with which each horse is to be provided before embarkation. The teamsters in charge of them must make the best arrangements they can on board for feeding them with hay.

At each row of horses, the end which it is not necessary to use for walking the horses into their places through, is to be closed by 3 in. boards, securely nailed to the outside of the stanchions.

The upper side of the upper board being 3 ft. 9 in. above the deck.



When the horses have been placed in position, and their heads secured, as already described, the end of the row through which they have been led into their places, is to be closed by three 3 in. boards, and kept in position by means of two 3 in. planks (*a*), so as to leave a space of 3½ in. between them and the outside of the end stanchion. Three small pieces of plank (*b b b*) to be nailed between them and the stanchions, upon which the three boards can rest, when they are shoved through the space between these upright planks and the stanchions, as shown in the margin.

(Signed) G. J. WOLSELEY, Colonel.

Sunday, June 5th,
1870.

DIVINE Service parade at 9 A.M., Rev. Mr. Wilson officiated. All the Troops in camp attended.

Land Transport Corps—		Horses.
Present ..	..	40
On Duty ..	..	32
Sick ..	..	22
Total ..	..	94

26 wagons sent off with stores and boats.

Fine morning, but hot. Thermometer fell from 70° Fahr. to 60° in one hour; clouded over, but passed off without rain. In the afternoon the officers went over to Fort William in the tug, and went up the Kaministiquia River to Point de Meuron, 10 miles; river broad and deep, 10' to 14'. Scenery very pretty. Four boats sent off up the road this morning, and 18 wagon-loads of stuff.

Monday, June 6th,
1870.

Colonel Wolseley and Mr. Irvine started on horseback at 4 A.M. to ride up the whole length of the road, intending to return to camp on the 8th instant, by the Kaministiquia River.

Land Transport Corps—		Horses.
Present ..	..	56
On duty ..	..	18
Sick ..	..	20
Total ..	..	94

7 wagons sent off with stores, &c.
6 carts employed in camp.

About a dozen of the Red River boats, which were moored in a line to the floating scow, broke adrift, and drove on shore; they were got safely ashore, and hauled up on the beach, only three being at all damaged, two slightly, and one severely. This boat, "clinker-built," had torn away the wooden triangle between her bows, and started three planks, breaking them off from the stern and splintering them badly. Rained steadily till about 10 A.M., when it gradually cleared off. The afternoon was fine and warm. Gale moderated about noon. No working party out to-day, but the stockade was gone on with in the afternoon. Many of the horses returned to-day badly galled from ill-fitting collars and saddles.

Tuesday, June 7th,
1870.

Land Transport Corps—		Horses.
Present ..	..	20
On Duty ..	..	52
Sick ..	..	22
Total ..	..	94

14 wagons sent off with boats and provisions, 4 A.M.; 11 ditto with Commissariat stores and hay, 6 A.M.

Sent off 12 boats by road at 4 A.M., and 13 wagons of stuff at 6 A.M. Working party (50 of 60th) out to day, and fatigue parties of 1st Ontario Rifles on stockade, &c. Set Mr. Benson's party of voyageurs at work to clear the burnt logs and stumps from the open ground on the other side of the 1st Militia Camp, to make a camping ground for the 2nd Quebec Rifles. Weather cloudy and rainy; frequent showers in the morning and afternoon.

Wednesday, June 8th,
1870.

Rained hard during the night, and till 2 P.M. Road very heavy. Did not send off any boats or wagon-loads of

stores. Colonel Wolseley and Mr. Irvine returned about 7:30 P.M., having ridden to the extreme end of the road, 37 miles, and having been thoroughly drenched during nearly the whole time they were away. They returned by the River Kaministiquia, and met Captain Young's party with the six boats, which left on Saturday morning, about 5 miles below the bridge over the Kaministiquia River. They had got their boats safely up all the portages (including the steep portage round the Kakabeka Falls), and had cleared the portages and cut skids to drag the boats over on. They reported the feasibility of transporting boats by the river route. Steamship "Algoma" arrived at 10 P.M., delivered mails that night. Several of the boats that were sent off yesterday arrived at their destination badly damaged through careless driving. Two of them very seriously injured.

Disembarked 18 horses, 6 bullocks, and 80 labourers for the road at daylight. Two *Thursday, June 9th, 1870.* companies of the 2nd Quebec Rifles, under Lieut.-Colonel Cassault, with Major MacLeod and Head-Quarters of that battalion (strength as per margin) landed at 7:30 A.M., and were encamped on the opposite side of the stream to 1st Ontario camp. Colonel Wolseley had an interview with Mr. Dawson, and informed him of the success of Captain Young's party, and requested him to send on more boats by the river route; at the same time offering him the services of the troops for the boats. Mr. Dawson promised to send up five or six more boats that evening with voyageurs and Indians, but declined the services of the soldiers. Weather cloudy and cold, but no rain. Fatigue party on the stockade. Nine men in hospital. "Algoma" sailed during the night, bearing the usual letters and despatches, &c., from Colonel Wolseley to the General. No wagons or stores sent up the road.

Land Transport Corps—		Horses.
Present ..	..	70
On duty ..	..	6
Sick ..	..	18
Total ..	..	94

3 wagons sent off with stores; roads too deep for loaded wagons.

Disembarked from "Algoma,"	
Head-Quarters of 2nd Quebec Rifles—	
Officers ..	12
Men ..	95
Labourers ..	80
Horses ..	18
Bullocks ..	6
Teamsters ..	13
Red River boats ..	12

This detachment left Toronto 4th June, 7 A.M. Left Collingwood 4th June, 3:30 P.M. Arrived at Sault, 6th June, 9 P.M. Left Sault, 7th June, 11 A.M. Arrived at Prince Arthur's Landing, 8th June, at 10 P.M. Disembarked, 9th June, at 6 A.M.

In hospital—		Men.
1st Bn. 60th ..	..	2
1st Ontario ..	..	7

Land Transport—		Horses.
Present ..	..	70
On duty ..	..	6
Sick ..	..	36

Total .. 112

3 wagon loads for Mr. Dawson to Kaministiquia River.

In hospital—		Men.
1st Bn. 60th ..	..	5
1st Ontario ..	..	5
2nd Quebec ..	..	1
Total ..	..	11

Friday, June 10th, 1870.

6 boats by water, 4 by land, and 14 wagon loads of supplies.

Land Transport Corps—		Horses.
Present ..	..	47
On duty ..	..	44
Sick ..	..	21
Total ..	..	112

14 wagons sent off with commissariat stores, 2 with forage, and 4 with boats.

In hospital—		Men.
1st Bn. 60th ..	..	5
1st Ontario ..	..	4
2nd Quebec ..	..	1
Total ..	..	10

Saturday, June 11th, 1870.

Land Transport Corps—		Horses.
Present ..	..	46
On duty ..	..	44
Sick ..	..	22
Total ..	..	112

15 wagons sent off at 7 A.M. 1 bullock and 6 horse carts employed in camp. 5 boats despatched by water.

Mr. Dawson sent off six boats at 8 A.M. with 7 voyageurs and two Indians in each boat, one clinker built, the rest carver. By road were sent up this morning 4 boats and 14 wagon loads of stores, and an order to Captain Ward at the Kaministiquia River to send on to-morrow a serjeant and nine men, to be camped at the Matawin Bridge, and to take charge of all supplies there till the arrival at that place of Captain Young's party. Letters written to the Military Secretary respecting an officer to command the post here, and about the purchase of the four mountain guns by Dominion Government; also to Mr. McIntyre, at Fort William, to know latest safe date for leaving Fort Francis on return; and to Colonel Bolton for latest date of closing the Sault Canal. Working parties as usual on stockade and redoubt. Weather cold, and damp, and showery.

Frequent showers during the night. Barometer rising a little towards morning. Sent off 14 wagon loads of stores and a Non-commissioned Officer of Army Service Corps to the Matawin Bridge to look after the stores now being accumulated there.

Working parties on stockade and redoubt. Letter from Captain Young received, reporting his arrival at Kaministiquia Bridge, as follows:—

"Left the camp, Thunder Bay, at 6:45 on the 4th, and were towed to Fort William, where we halted to take on board 18 Indian voyageurs, and also some poles and towing or tracking lines, those which we had with us being deemed too heavy by Mr. McIntyre who kindly gave us others that proved of the greatest use, indeed, without them it would have been difficult, if not impossible, to reach this; the spikes for the end of the poles were, however, of no use, socket spikes being the only ones of any use.

"The Indians were unprovided with any cooking utensils or vessels to eat and drink out of, so that we had to lend them those provided for the use of the detachment, and together with having only three frying-pans, increased the delay for meals at halting places. We left Fort William at about 9 A.M., and rowed up the Kaministiquia to Point Meuron, where we arrived at 12 noon, and halted to dine, and then we discovered that

"the Indians had not been rationed for that day as our men were, so we had to open the stores for them. We proceeded again about 1:45, and after rowing about two miles farther, came to rapids, where we had to lay the oars aside, and take to poling and tracking for six miles farther, when we camped. Being a fine night the tents were not pitched, but the men suffered a good deal from flies, as they have, indeed, done during the whole way, the mosquito nets provided for them being almost useless after a day or two, as they tear easily in tracking or walking in the bush. We started early on the 5th, and arrived at Portage Parisian at 9 A.M. Portage 350 yards, but the Indians managed to take the boats up the rapids, so that only the stores, rifles, &c., were carried by land. We went on again at 10:30 A.M., and poled and tracked until 12 noon, when we had to run ashore from a violent thunderstorm, which wet the stores considerably, notwithstanding that they were covered with (so called) waterproofs.

"We stopped at 1 P.M. for dinner at the point where White Fish River meets the Kaministiquia, and went on again at 2:20, tracking and poling, also a little rowing, but very little of the latter, and arrived at the foot of the Kakabeka Falls about 6 P.M., and camped. For the last half-mile the Carvel boats had to be taken up by the Indians alone, and the men of the detachment belonging to them marched along the bank through the bush. On the morning of the 6th it rained heavily, so we did not get to work until 8 A.M., after breakfast, when the Indians began to cut a portage road, and our men to take stores, &c., across the portage, which I found to be about 1,750 paces. After dinner, a considerable part of the road being made, we carried the boats up to the top of a rocky hill, the angle at least 45°; it was very hard work, especially with the Carvel boats, the red boats (flat-bottomed) being got over with considerably less difficulty, indeed, they seem, so far, much better than the others, except in pulling through still water, where, as six oars can be used against four in the others, they have an advantage.

"We got the stores, boats, &c., over the portage by 7 P.M., and as it threatened rain, I only moved one tent as a guard-tent for the stores, &c., and early on the 7th we embarked everything, and pulled for about a quarter of a mile to another portage, which I made to be 1,100 paces; this portage was very rocky, and it took us until 5 P.M. to get boats, stores, &c., over and re-embark.

"We then went on for about one and a-half miles to another portage, where, however, the Indians got the boats up, and our men portaged the stores; this occupied us until 7 P.M., when we camped. The following morning, the 8th, when I met you and Mr. Irvine, was very wet, and continued so until late in the afternoon, when the Indians took the two Carvel boats up the remainder of the rapid; the river rose considerably (at least 2 feet) from the previous rain.

"On the morning of the 9th we started again at 4 A.M., and went on to portage De L'Isle, which is over an island, and very short, only about 50 paces; then we went on to another portage a couple of hundred yards off, where the stores, &c., were disembarked and carried across, and the men breakfasted. After breakfast the Indians felled trees and made a portage road about 700 paces; when it was finished we got the boats over and re-embarked, but soon came to another portage of about 500 paces, and got stores, &c., over and dined; the Indians then made another road, and we took the boats over, and went on again through several rapids very close together, when the men of the detachment had, in nearly every case, to disembark, and the Indians took the boats up, assisted by tracking lines, hauled by our men, until about 6:30 P.M., when we camped; and this morning, the 9th, we started about 7:30, the men having previously breakfasted. It rained hard until 6:30, so I thought it advisable not to go on, but as it cleared about 6:30, I had tea made, and gave the men breakfast, and came on here without much difficulty, except at one place, where a portion of the stores we carried overland for 420 paces, the Indians poling the boats up the rapids with the remainder. The route which we came by would, I consider, be very destructive to the clinker-built boats; those we have are a good deal scratched, and in some instances there are dents in the sides and bottoms, though nothing of any consequence.

"In accordance with your instructions I propose going on to the Matawin Bridge to-morrow morning, and must, I fear, leave all the boats there. The Indian voyageurs say it would be impossible to take the large boats to the Shebandowan Lake, and they also want to go back to Fort William, saying that they were only engaged to go to this place, and saying that this was the Matawin Bridge; but they have been prevailed on by C. Gaumond, Mr. McIntyre's agent, to go on to the Matawin Bridge; they say it is a very hard bit of river, and though only five miles, it will take us a day and a-half. I fear some portion of our biscuit and other stores will be found damaged by wet, but it was impossible, considering the weather we have had, to be otherwise. If any other boats are to be sent by the route I have come, I would advise that as few provisions as possible might be sent, as they are difficult to portage, and spoil from wet, which cannot be avoided, as in poling the boats in rapid water a good deal of splashing occurs, and the waterproof covering becomes displaced. The steering apparatus for the larger boats did not seem to answer well, or it might have been that the rudders and tillers were not the ones made for the boats they were on. I will send in another report when I return from the Matawin Bridge."

In hospital—	Men.
1st Bn. 60th ..	5
1st Ontario ..	4
2nd Quebec ..	1
Total ..	<u>10</u>

Weather cleared up at 2 P.M. One of the teamsters refused to start on Sunday with a load; he was put into the guard-room, to be discharged and sent to Toronto by the next steamer. A boat was given to each of the two Militia Corps to practice rowing.

Showery again this morning, preventing Divine Service parade.

Sent off 12 wagon loads of stores. The Indians from Captain Young's party returned here at 7 A.M. from the Matawin Bridge; they were given some bread, &c., and sent off in a boat to Fort William. Letter received from Captain Young reporting his arrival safely at the Matawin Bridge. The water in the river being very high, they had no portages. He reported all his boats in a serviceable condition.

Sunday, June 12th,
1870.

In hospital—

	Men.
1st Bn. 60th ..	8
1st Ontario ..	3
2nd Quebec ..	2
Army Service Corps.	1
Total ..	14

13 wagons sent off
at 7 A.M.
15 wagons not
returned sent off
yesterday.

Land Transport Corps—

	Horses.
Present ..	34
On duty ..	56
Sick ..	22
Total ..	112

Rained hard during the night. Weather mild and damp.

stores.

The following is the way in which stores are landed here from vessels in the Bay:—

The depth of water at the end of the pier, about yards from shore, is 4' 6", but it deepens gradually; till, at 150 yards from shore (where is moored a floating raft buoy), it is 13' 6" in depth, and it increases to 3 and 4 fathoms at 400 yards from shore, with good holding ground on a sandy bottom. Moored to the buoy is a large wooden scow, plans and specification of which are enclosed. This scow when unloaded draws about 6" of water, and is capable of carrying

tons, or about 500 barrels of pork; it is always able to come alongside the pier. When calm vessels anchor close to the floating raft buoy, and are speedily unloaded by means of the scow, which is hauled alongside by a rope passing from the pier to the vessel, and in this way backwards and forwards between the pier and the vessel. When blowing fresh from the E. or S.E., an ugly surf gets up, and vessels lie out half-a-mile or more from the shore, and can only be unloaded by means of a tug. For this purpose a small tug has been hired at 200 dollars per week, which tows the scow to the vessels and back to the pier. This tug has also been used in towing boats from Prince Arthur's Landing to Point de Meuron, 10 miles up the Kaministiquia River, and has been very useful in other ways. Steamers like the "Chicora" and "Algoma" can be unloaded in one day, and larger vessels in one-and-a-half to two days.

Horses are landed in the scow in the same manner as stores, 20 at a trip, and no accident whatever has as yet occurred. Indeed, the scow has proved invaluable, were it not only for landing the horses. There are two piers side by side, one of which is 90 feet long by 14 broad, and the other 54 feet long by 26 feet broad. The former is made of open crib-work, sunk by heavy stones, and boarded over with logs. The latter of piles driven into the ground, with open crib-work filled with heavy stones, and boarded over with squared logs.

Steamship "Chicora" arrived at 2:40 P.M., bringing the remaining two companies of 1st Ontario Rifles, 18 oxen, 8 wagons, and 18 carts.

(Signed)

G. J. WOLSELEY, Colonel,
Commander of Expeditionary Force.

Arrival of steamship
"Chicora" at 2:40
P.M., 2 com-
panies 1st Ontario
Rifles, 6 officers,
102 rank and file,
18 oxen, 8 wagons,
18 carts, labourers,
&c., &c.

The Deputy Quartermaster-General, Canada, for the information of the Lieut.-General Commanding in British North America, and for transmission to the Quartermaster-General of the Army, London.

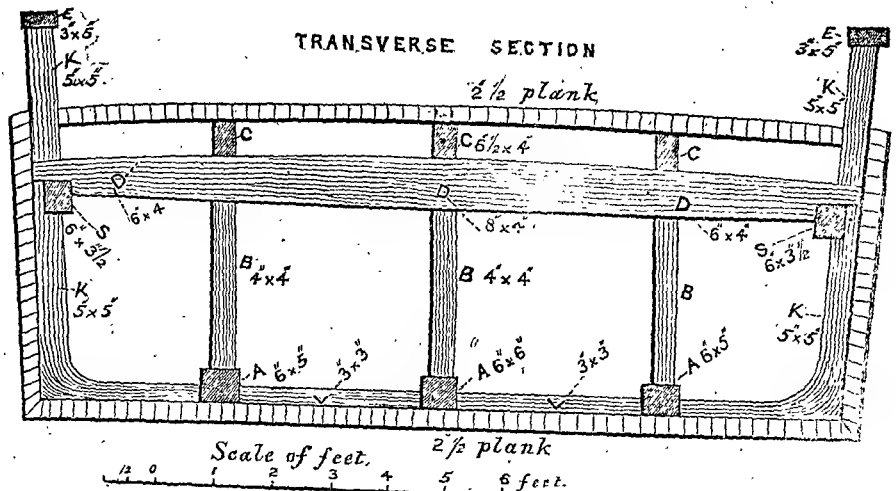
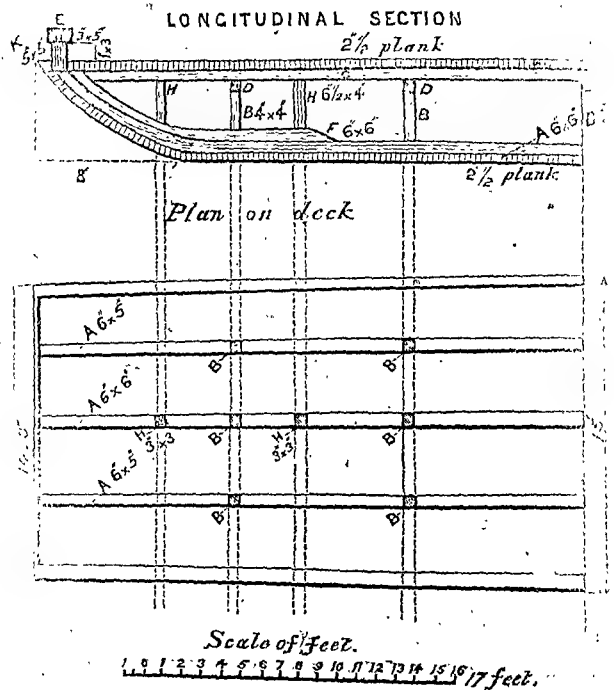
(Signed)

G. J. W.

SPECIFICATION OF SCOW employed in landing stores at Prince Arthur's Landing.

Thunder Bay, June 13th, 1870.

	ft.	in.
Length over all	55	6
Breadth at stem and stern ..	14	3
Breadth in middle	15	0
" in lower deck	14	0
Inside depth	4	6
Built of 2½-inch plank. Draws, when empty, 6 inches of water.		



On lower deck three "kelsons" (marked A in sketch), the centre one 6 in. by 6 in., one on each side of middle; one half way between it and side of scow, 6 in. by 5 in. The centre kelson is strengthened at the ends by an additional piece of 6 in. stuff (marked F).

On kelsons are upright *stanchions* (marked B in sketch) of 4 in. by 4 in., six in number.

On the centre kelson are two additional *stanchions* at each end (marked H) of 3 in. by 3 in. stuff.

Rectangular tamarack frame timbers, or "*knees*" (marked K in sketch), twelve in number, 5 in. by 5 in., running from side kelsons through upper deck, and carrying bulwarks, top of which is 1 ft. 6 in. from upper deck. From centre of knees 3 ft. 10 in. The bulwark is 3 in. by 5 in. (marked E).

A "*shelf*" (marked S in sketch), 6 in. by 3½ in., runs longitudinally on each side; it is spiked to the inner side of knees, and forms a rest for the deck beams.

"*Deck Beams*," six in number (marked D), running transversely, resting on the stanchions and on the shelves, into and down upon which they are notched; they are also notched on the sides of knees and spiked thereto; they are 8 in. by 4 in. at the centre, and 6 in. by 4 in. at the sides. This gives them a slight curve, which raises the deck in the centre.

"*Struts*" (marked L in sketch), 3 in. by 3 in., running transversely at every second knee.

"*Carlings*," or longitudinal deck beams (marked C in sketch), 6½ in. by 4 in., three in number, resting on transverse deck beams.

Two hatches, 2 ft. by 2 ft. 10 in., at opposite ends.

Two pumps, one alongside each hatch.

The planking of sides and bottom is made of 2½ in. stuff, no caulking or pitch used; planks square to each other, and jammed tight by key wedges.

Thole pins for 10 oars, including one at each end.

(Signed) G. L. HUYSHE, *Captain R.B.*
13. 6. 70.

(Signed) G. J. WOLSELEY, *Colonel,*
Commanding Exped. Force.

Rained hard during the night. Lieutenant-Colonel McNeill, V.C., started on horse-back at 4 A.M. to ride over the whole road, intending to be away two or three days. Captain Ward's Company, 1st Battalion 60th Rifles, went on to the Matawin Bridge on Sunday to work on the road. There are now one and two-third companies of the 60th Rifles at the Kaministiquia Bridge. Lieutenant Buller, with 10 men of the 1st Battalion 60th Rifles, left camp at 2:30 P.M. with 9 boats, to go up the River Kaministiquia. In each boat were 5 voyageurs and 2 Indians. Barometer rising. Weather clear and fine. Steamship "Arctic" in sight 9 P.M.

Tuesday, June 14th, 1870.
In hospital—
Men.
1st Bn. 60th .. 7
1st Ontario .. 7
2nd Quebec .. 2
Total .. 16
(6 venereal.)
Land Transport Corps—
Horses.
Present .. 42
Absent on duty .. 28
Sick .. 42
Total .. 112

"Chicora" sailed at 8:30 A.M.
15 voyageurs sent on. 9 boats sent up by water. Arrival of S.S. "Arctic," 10:30 P.M.

Steamship "Arctic" landed at 8 A.M. troops, as per margin, 17 horses, 13 wagons, 4 carts, &c. Sent off 13 wagons by road. Colonel McNeill reports road very heavy in places, especially between the Kaministiquia and Matawin Bridges. Two working parties of 30 men each, under an officer, sent out at 9 A.M. to work on the road within a few miles of camp, filling up bad places, &c.

Colonel Fielden, 1st Battalion 60th Rifles, and the Rev. Stewart Patterson, Protestant chaplain, arrived per steamship "Arctic," also 4 teamsters with wagons and horses complete, hired at Collingwood for special service. A veterinary surgeon, and assistant to ditto, also came in the "Arctic." Weather fine and dry. Road drying fast. Fatigue party at Redoubt as usual.

Wednesday, June 15th, 1870.
In hospital—
Men.
1st Bn. 60th .. 6
1st Ontario .. 7
Total .. 13
(6 venereal.)
Land Transport Corps—
Horses.
Present .. 72
On duty .. 27
Sick .. 30
Total .. 129

2nd Quebec Rifles, 9 officers, 161 rank and file, 2 staff officers.
13 wagons sent to Matawin with supplies.

Including 17 arrived per "Arctic."

Fine morning. Struck every tent in camp at 6 A.M. to air and dry the ground beneath. Pitched them again at 9 A.M. Two working parties sent out on the road at 9 A.M. One hundred men employed on the Redoubt, and 40 men on the wharf, and unloading the steamer.

Sent off orders to Captain Ward's Company of the 60th Rifles to go on from the Matawin Bridge to a point ¼ miles beyond the Oskondagee Creek to be camped there and to work on the road.

Colonel McNeill returned at an early hour this morning, making the following report: "Left the camp at 4:30 A.M. on the 14th June, and proceeded to the bridge over the Oskondagee Creek, arriving there about 5 P.M. Walked to a camp about a mile further and ordered a canoe to be at the Dam Site the next morning, 15th.

"Walked to the Dam Site and embarked at 10 A.M. Poled up five short rapids, and tracked up one rapid, reaching the point on the Lake to which the road will eventually be brought at 11 A.M. At this place there is a fair camping ground. Immediately to the right on entering the Lake there is a sandy bay, and on the bank there is a favourable position for forming a depôt of stores. The distance from the Oskondagee Creek to the Dam Site is 5½ miles; of this rather more than 4 miles have been cleared of timber, and a rough wagon road formed; the remaining mile has not yet been touched. The distance from the Dam Site to the Lake is three miles, and no portion of this has yet been cleared. It will require at least one week's labour to complete a fair wagon road from the Oskondagee Creek to the Dam Site. I started from the Creek at 5 P.M., and reached the camp at Thunder Bay about 1 o'clock the next morning, the distance being about 38 miles.

Thursday, June 16th, 1870.
In hospital—
Men.
1st Bn. 60th .. 6
1st Ontario .. 7
2nd Quebec .. 3
Total .. 16
Land Transport Corps—
Horses.
Present .. 27
On duty .. 33
Sick, &c. .. 65
Total .. 129

18 wagons sent to Matawin, 3 bullock carts ditto, and 5 wagons ditto.

"The whole line of road has suffered much from the recent heavy rains.
"Between the Matawin and Oskondagee Creek there are two miles in one place, and about one in another, that are almost impassable, and it will be at least a week or ten days before horse transport can be employed on this part of the line.

"Between the Kaministiquia and Matawin rivers there are two or three bad places, amounting in all in distance to about a mile and a-half."

Captain Young, by Colonel Wolseley's orders, started from his camp at the Matawin on Tuesday the 14th, to ascertain whether it is possible to convey the boats up the Matawin into the Shebandowan Lake, or up to the Oskondagee Creek. I desired him to report on reaching the latter place.

Lieutenant Alleyne, R.A., practised at 5 P.M. with his guns at two floating targets placed in the bay, one at 1,000 yards, the other at 550 yards. The practice was very good. Fifteen rounds were fired from three guns; at the long range seven rounds of common shell, at the short range six rounds of shrapnel; also two rounds of canister. One of the gun carriages was damaged—one of the bolts passing through the body of the carriage was broken, and the nuts came off; this caused the wood to split across the breast of the carriage. This gun carriage appears to have been fired at high elevations at Montreal, and it is supposed that the bolt got strained in this way. The injury is easily repairable.

Weather very fine; fresh "sea-breeze" as usual during the day. Night cold. Flies not troublesome. Steamship "Arctic" finished unloading at dusk.

Two working parties of 30 men each sent out about 6 miles on the road at 7 A.M., taking their rations with them. One hundred men employed on the Redoubt, and 25 on the Commissariat fatigues.

Friday, June 17th,
1870.

S.S. "Arctic" sailed
at daylight.

16 wagons, 4 bullock-
carts, 3 bullock
wagons sent to
Matawin.

In hospital—		
	Officers.	Men.
1st Bn. 60th	..	5
1st Ontario	..	7
2nd Quebec	..	3
Total	..	15
Land Transport Corps—		
	Horses.	
Present	..	49
On duty	..	51
Sick, &c.	..	29
		129

Letter received from Mr. Simpson, dated Fort Francis, June 10, reporting that latest news from Fort Garry was in April, when all was quiet; that the Indians would resist any Fenian raid; that there would not be much trouble in making a treaty for right of way; that only two men had as yet been obtained as guides; that the Indians were to hold a grand council on the 20th June; that the portages would be cut, and drift wood cleared from the French river by the crews of two canoes leaving Fort Francis that day for Fort William; that by this means there would be water enough in the French river for the boats; that the Hudson's Bay Company's agent, Mr. McKenzie, would put plenty of storage at the disposal of Colonel Wolseley at Fort Francis; that the road from N.W. angle of the Lake of the Woods to Fort Garry was reported impassable by Indians and Hudson's Bay Company's officials; that the route from Fort Francis to Fort Alexander would take about eleven days for boats laden with 80 pieces of 90 lb. each; that the portages on that route were all in good order; that the Hudson's Bay Company's brigade of boats left Fort Francis for York Factory; that he (Mr. Simpson) had had a long trip, arriving on the 8th June. Weather very wet, and head winds.

Captain Young reports that he started from his camp at the Matawin Bridge early on the morning of the 15th June, in one of the red Ottawa flat boats up the Matawin river, and for 4 miles did not meet with any difficulty worthy of mention; he then came to a bad rapid, where he made a portage road of 120 yards: for about 4 miles above there is a succession of rapids, up which they managed to pole and track, making a short portage of 20 yards; they then came to a rapid where the river runs through a gorge, with perpendicular sides, and water so rough and rocky, with falls, that it was impossible to track or pole; on looking from the highest accessible point, the river for at least three-quarters of a mile seemed in the same state; and the banks were so rough, and the ascent so abrupt, that a portage road could not be formed.

Captain Young considers it impossible to take the large boats by this route, unless a regular road is made, and even then, the assistance of many men would be required, as the highest point is more than 120 feet above the river.

Arrival of schooner
"Pandora."

Saturday, June 18th,
1870.

20 wagons sent to
Matawin.

One horse died
to-day.

In hospital—		
		Men.
1st Bn. 60th Rifles	..	6
1st Ontario	..	6
2nd Quebec	..	4
Total	..	16
Land Transport Corps—		
	Horses.	
Present	..	22
On duty	..	50
Sick, &c.	..	56
Total	..	128

Schooner "Pandora" anchored about 9:30 P.M. Weather very hot and sultry; thermometer 94° in the shade; heavy thunder storm in the afternoon. Working parties on the road not required; 100 men on the stockaded redoubt.

Unloading the "Pandora" all day. Order sent out to Captain Young to commence taking boats two and a half miles higher up the River Matawin, to a point where the road touches the river, and to erect a shanty to provide covering from the sun for stores.

The first horse yet lost died to-day, about two miles from camp, from the excessive heat, on his way in.

Sunday, June 19th,
1870.

In hospital—		
		Men.
1st Bn. 60th	..	6
1st Ontario	..	6
2nd Quebec	..	4
Total	..	16
Of these 7 are venereal.		

Divine service parade at 9:30 A.M., the chaplain officiating. Order sent out for one of the two companies now at the Kaministiquia river to go on to the Matawin, in order to help Captain Young in taking up boats and stores. Weather very hot. The ground twice burst out, smouldering and flaming close to camp, and if not seen and put out would have got into the commissariat-marquees.

"Algoma" arrived about 3:30 P.M. Sent off letters by her, and copy of the Journal up to date. Letters from Officers Commanding 1st and 2nd Regiments of Militia on the subject of the new boats, with Colonel Wolseley's remarks thereon, forwarded to Military Secretary, also letter from Lieutenant Heneage, Royal Engineers, desiring to be allowed to remain Paymaster to his detachment.

19th June, 1870.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expedition.

The Deputy Quartermaster-General for the Lieutenant-General's information, and for transmission to the Quartermaster-General of the Army.

(Copy) J. E. THACKWELL,
Acting Deputy Quartermaster-General.

Land Transport Corps—		11 wagons sent to
	Horses.	Matawin.
Present	44	
On duty	30	
Sick, or required shoeing	62	
	<u>136</u>	

Including 4 teams arrived per "Algoma," and hired by the day.

Colonel Wolseley inspected the 1st Ontario Rifles at 7 A.M., and expressed himself well pleased with the manner in which the Regiment turned out. The wagons were loaded at 4:30 A.M. on account of the heat of the weather, and despatched by 6 o'clock.

Parade state of 1st Ontario Rifles this day is entered.

The new arrangement about transport came into effect to-day. Wagons go 13 miles, and fresh relays of horses there take them on 14 miles farther, to the Matawin Bridge. The empty wagons are brought back next morning to the "Halfway Home," and taken into camp by the same horses that bring out the loaded wagons. Thus each team takes a loaded wagon 13 miles, and brings back an empty one each day. Two chestnut horses dangerously ill, reported that the teamsters had been "racing" home. Weather cool and delightful. Pleasant sea-breeze. Boats sent off up the river.

Colonel Wolseley inspected the 2nd Regiment Quebec Rifles (5 companies) at 7 A.M. Tuesday, June 21st, 1870. The men turned out clean and well, but presented a contrast to the 1st Ontario Rifles in their height and size, a great many of them being small, slight men, apparently quite unable to withstand the hardships which are before them. One of the chestnut horses died during the night. The Veterinary, Mr. Tozer, and his assistant, when sent for to see this horse, were both found to be drunk and incapable; Colonel Wolseley spoke to them this morning and discharged them both.

At 10 A.M. Colonel Wolseley started on horseback up the road intending to be away for three days. At 10:30 A.M. the steamship "Arctic" hove in sight, and anchored at 12:30. The last two companies of Quebec Rifles, under Major Irvine, together with Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General, Captain Nagle, and Mr. Myer also, came from the Sault, &c., &c. Wagons were got off with supplies at 4:30 A.M. Seven boats sent off by river. Stockaded redoubt progressing. Parties of Regulars and Militia commenced learning gun drill and signalling. Unloading "Arctic" all day. Weather fine, not too hot. The other chestnut horse better this evening.

Lieutenant-Colonel Bolton resumed his duties as Deputy-Assistant Adjutant-General from Captain Huyshe, who had been acting for him during his absence at the Sault. Wagons started off at 4:30 A.M., the new system appearing to work well. An additional party, 1 Captain, 1 Subaltern, 1 Serjeant, 1 Corporal, and 8 Privates from 1st Ontario Rifles, began a course of gun drill under Lieutenant Alleyne, Royal Artillery, in order to be able to take charge of the

In hospital—		Monday, June 20th, 1870.
	Officers. Men.	
60th	6	12 wagons with supplies sent to
1st Ontario ..	1	Matawin.
2nd Quebec ..	6	Boats sent up the river.
	<u>13</u>	

Land Transport Corps—		Horses.
Present	33	
On duty	40	
Sick, &c.	63	
	<u>136</u>	

In hospital—		Tuesday, June 21st, 1870.
	Officers. Men.	
60th	6	7 wagons with supplies sent to
1st Ontario ..	2	Matawin.
2nd Quebec ..	6	One horse died to-day (No. 2).
	<u>14</u>	Arrival of S.S. "Arctic," 12:30 noon.
		Marching-in state of detachment, per S.S. "Arctic."

Land Transport Corps—		Horses.
Present	33	
On duty	74	
Sick, &c.	56	
	<u>163</u>	

Including 28 arrived to-day.

In hospital—		Wednesday, June 22nd, 1870.
	Officers. Men.	
2nd Quebec Rifles ..	7	22 wagons with supplies sent to
Attached, Staff, &c. ..	3	Matawin.
	<u>10</u>	4 boats sent up the river.
Total	10	

Horses	28
Wagons	8
Teamsters	15

In hospital—		Wednesday, June 22nd, 1870.
	Officers. Men.	
60th	6	22 wagons with supplies sent to
1st Ontario ..	2	Matawin.
2nd Quebec ..	7	4 boats sent up the river.
	<u>15</u>	
Total	15	

Land Transport Corps—

	Horses.	
Present ..	} Numbers omitted.	
On duty ..		
Sick, &c. ..		
Total ..		—

Thursday, June 23rd, In hospital—
1870.

	Officers.	Men.
1st Bn. 60th ..	2	7
1st Ontario ..	2	5
2nd Quebec ..	..	8
Total ..	2	20

Land Transport Corps—

	Horses.	
Present ..	52	
On duty ..	53	
Sick, &c. ..	58	
Total ..	163	

from Young's Landing to this new station on the river, where the Indians and soldiers could take them by boat to Oskondagee Creek; from this latter place by road to the Dam Site, and from the Dam Site to the Lake Shebandowan by water.

Heavy thunderstorm about 2 p.m. Weather very hot and "muggy." Wagons started about 5 A.M.

Friday, June 24th,
1870.

	In hospital—	Officers.	Men.
1 Company 60th by river in 8 boats.	1st Bn. 60th ..	2	7
78 boats in all have now gone up, 50 by water, and 28 by road.	1st Ontario ..	2	5
	2nd Quebec ..	..	6
		2	18

26 wagons with supplies sent off.

Land Transport Corps—

	Horses.	
Present ..	} Numbers omitted.	
On duty ..		
Sick, &c. ..		

guns, &c., should they be left at Fort Garry on the return of the Regular Troops to Canada.

Stockaded party as usual. Hot wind set in suddenly about 4 p.m., and thermometer sprung up from 78°, to 86°. Thunder storms all round, but no rain fell in camp.

Colonel Wolseley returned at 10 A.M., having ridden from the Matawin Bridge (27 miles) this morning. He sent over immediately to Fort William to Mr. McIntyre to get Indians to take up some boats next day. Ten Indians were promised, and a company of 60th warned to embark at 6 A.M. to-morrow. Order sent to Captain Buller and party to remain at the Matawin Bridge until the arrival of their company. Colonel Wolseley wrote to Mr. Dawson yesterday, requesting him to commence at once cutting a branch road of one mile, from the main road to the river at a point about four miles from the Matawin Bridge; also to put all his strength of workmen on this mile, and on the five miles from Oskondagee Creek to the Dam Site, as it was his (Colonel Wolseley's) intention to send all stores by ox teams

Captain Dundas and 60 men and officers of 1st Battalion 60th Rifles got away at 7:15 A.M. in boats for Fort William; they were, as usual, towed by the tug to Point de Meuron, 10 miles up the Kaministiquia. 26 wagons sent off this morning at 6 o'clock by a new arrangement, enabling the men and horses to have their morning meal before starting. Colonel Wolseley, on his return yesterday from Captain Ward's Camp, three miles in advance of the Oskondagee Creek, wrote the following report of the condition in which he found the road. From Prince Arthur's Landing to the Matawin Bridge, 27 miles, the road runs through a partially open country, the woods having been burnt over many times along that district; from the appearance of these brûles (burnt clearances), through a succession of which the road passes, it is evident that fires have raged over the country for years past. Some of these brûles are extensive, others only a few acres. The road to the Kaministiquia river, 22 miles, passes at first over a succession of sandy hills, with here and there an intervening bit of swamp. The best portions of the road are through these swamps, for, as they have been well ditched and fascined, they are hard and dry. For about the last four miles before reaching the Kaministiquia river, the road passes over hills of red clay, which are very sticky and become quite impassable after heavy rain; in dry weather they are hard and good. Between the Kaministiquia and Matawin rivers the road is very hilly and altogether through a red clay district, all thoroughly burnt over and clear of wood in every direction. Much of this distance, nearly five miles, the road is cut out along the side of these hills, the outer slope being faced with crib work as a retaining wall. The bridge over the Kaministiquia is 320 feet long and 18 feet broad, supported on eight piers of crib work filled with stones. The bridge over the Matawin is constructed in a similar manner, being 216 feet long and 18 feet broad, and supported on five piers. No truss is used with either; there are four stringers 16 inches deep in each bridge, supported by two sets of corbels, or "balance stringers" as they are called in this country. These bridges are built to carry a load of 50 tons.

After crossing the Matawin river the road enters a densely wooded country of small trees, which extends to the Oskondagee Creek (Pitch-pine Creek). For the first three miles the road is corduroyed almost the whole way, and is good, but is only 10 feet wide, and the trees have only been cut for that width, so that the sun cannot get to it to dry it. Beyond these are many places where for one or two miles the road is good, but at many places spots are reached which are, even in fine weather, practically impassable for wagons; that is, although a few wagons can get over them, no horse transport in the world could stand having to get over such places; the horses would be knocked up in a few days. The distance from the Matawin to the Oskondagee is about 11 miles. Colonel Wolseley states that in his opinion it could not be fit for practical use before three weeks, certainly not with gangs now on it. Beyond the Oskondagee (which is 75 feet wide*) the road runs through a burnt district as far as the dam site, with here and there a strip of soft green wood, all small however. There is but little swamp in this district, and it promises to be a good portion of the road. It is not intended to cut or make the road any further on at present, as everything will be embarked there except the men, a foot path

* Crossed by a wooden bridge supported on trestles.

will be cleared for them to the lake. The arrangement settled by Colonel Wolseley for the transport of stores is as follows:

From Prince Arthur's Landing to the bridge over the Matawin river, by horse teams: from thence to a point two miles further along the road to "Young's Landing," where the river leaves the road, by boats; thence for two miles up the road, and one mile along a branch road now being cut to the river, by ox teams; thence up the river to Oskondagee Creek, by boats; thence to the dam site, by ox teams; thence to the Shebandowan Lake up the river, in flat-bottomed boats.

By Colonel Wolseley's order Assistant-Controller Irvine went on board the steamship "Arctic," to endeavour to come to some arrangement with the captain, she being no longer required for the military service; but the captain said he had no power even to treat with the British Government, the bargain having been made with her owners. He declined altogether to make any compromise whatever.

"The boats were 9 in number and are mentioned as arranged in order according to merit for capacity, durability, and speed: 2 white-bottomed, clinker-built, marked R. Abbott; 2 large carvel-built; 2 small ditto; 2 grey inside, clinker-built, marked T. S.; 1 clinker built at Barrie.

"The carvel are undoubtedly the strongest, but their weight renders them liable to rough treatment in portaging. The voyageurs employed, mostly French from 'Three Rivers,' were skilful but lazy, and refuse to work on Sundays, and during week days would only work between 7 A.M. and 6 P.M., for which hours they declared themselves as hired by agreement.*

"The voyageurs and guides were also wasteful of the provisions,† not being restricted to any particular amount.

"The carvel built boats have no well-holes, and therefore carry a large quantity of water which it is impossible to bale out. A large quantity of the cargo consisted of flour in barrels, the hoops of which not being nailed on came off during the rough usage they received in portaging. The axes supplied as camp equipage are so blunt as to be useless.‡

"The boats quitted Fort William on the 14th, and reached Matawin at 11 A.M. the 23rd. Thus leaving out Sunday 19th, the boats were over eight days on the journey, and passed over eight portages of the length altogether of two miles, two furlongs, and sixty yards, in a distance of about 46 miles. The clinker-built (Barrie) boat was much strained and injured. The men were constantly wet from being in the water, and have not apparently suffered in health in consequence."

One company of the 60th Rifles under Captain Northey, strength as per margin (not stated), left camp at 3 A.M. by road, with orders to halt the first night at the 13 miles shanty, and reach the Matawin in four marches.

At 4 A.M. a fine chestnut horse died in great pain; this horse is supposed to have been over driven. Twenty-eight teams left the camp along the road. It came on to rain at 7 a.m., and has continued to rain nearly all day. The tug steamer "Okoura" was discharged to-day. In the afternoon orders were sent to Captain Northey to use his own discretion as to continuing his march in the present state of the weather, at the same time rations for his company were sent to him. Orders to the same effect were sent to the Officer in Command of the party at the Kaministiquia Bridge. Assistant Surgeon Shaw was directed to remain at Matawin.

In hospital—		Officers. Men.	
1st Bn. 60th	..	..	7
1st Ontario	..	2	7
2nd Quebec	..	..	5
		2	19

Land Transport Corps—		
Men present	..	56
" up the road	..	56
Horses fit to work	..	50
" up the road	..	59
" sick	..	54
Bullocks up the road	..	36

In consequence of the rain which continued all day on Saturday, no teams were sent along the road to-day. Divine service was held in the Head-Quarter Camp at 9:30 for Protestant worship, and for the Roman Catholics in the Camp of the 2nd Quebec Rifles. A party of one Officer and 15 rank and file from each battalion of Militia, with 25 voyageurs, started at 2 P.M. in nine boats for the Kaministiquia river. The day turned out very fine. The road was reported as much softened by yesterday's rain. Fog on the lake more or less all day. The steamship "Chicora" arrived at 8 P.M.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

The Deputy Quartermaster-General in Canada, for transmission to the Quartermaster-General of the Army.

* Mr. Dawson says this is not the case, they are hired to work any time required.—W. B.

† The provisions in question are Mr. Dawson's, not ours.—W. B.

‡ Axes are ordered to be sharpened in future.—W. B.

LAND TRANSPORT.
Daily Evening State.

One cart with provisions sent to overtake Captain Northley and his Company on the road.

	Teamsters.	Bullocks.	Horses.
Present fit for duty	62	...	68
Absent on duty	53	36	71
Sick, or requiring to be shod	2	...	41
Absent without leave ... ..	...	...	...

PRINCE ARTHUR'S LANDING.
Church Parade State.

		Officers.	Men.
On Parade, 60th Rifles ... {	Protestants ...	6	48
	Roman Catholics ...	...	10
" 1st Ontario ... {	Protestants ...	23	252
	Roman Catholics ...	...	14
" 2nd Quebec ... {	Protestants ...	11	144
	Roman Catholics ...	13	120

Monday, June 27th,
1870.

Sick in hospital—

	Officers.	Men.
60th Rifles ... ..	...	5
1st Ontario Rifles. ...	2	6
2nd Quebec Rifles. ...	...	4
Total	2	15

LAND TRANSPORT CORPS.
Evening State, 27th June.

	Teamsters.	Bullocks.	Horses.
Present fit for duty	66	...	56
Absent on duty	56	36	61
Sick, or requiring to be shod	1	...	62
Total Strength	123	36	179

Tuesday, June 28th,
1870.

The new slaughter-house was continued building. A path or narrow road was ordered to be constructed through the dense bush to the new slaughter-house, and was commenced by a fatigue party at 10 A.M., of 1 officer and 30 men.

Steamship "Arctic" sailed, being discharged from our service at 2:30 A.M.

Red River steam-boat, or launch, tried in the afternoon, and found to answer; goes about 9 miles per hour, with 75 lbs. to the square inch, but will not answer well for towing.

Twenty-seven wagons were sent up the road to the 13-mile shanty, three of these went through to Matawin.

Two wagons and 4 teamsters came down from Matawin.

Very cool during the night, a great change from the heat of yesterday.

The steamer "Algoma" arrived during the night with Lieut.-General the Honourable James Lindsay on board.

The Lieutenant-General landed at

Lieutenant-Colonel McNeill, V.C., proceeded by the road *en route* to take up his place at Lake Shebandowan.

Deputy-Assistant Commissary-General Meyer also proceeded up the road to be with Colonel McNeill. A

good deal of surf on the beach, the wind blowing strong from the east and north-east.

The road to the new slaughter-house is getting on well, 50 men felling trees and grubbing roots on it to-day. One horse died at Matawin, date not known at present, also one bullock reported dead. Thunder storm with heavy rain.

(Signed)

G. J. WOLSELEY, Colonel,

Commanding Red River Force.

For transmission to the Quartermaster-General of the Army.

(Copy)

J. E. THACKWELL, Colonel,

Acting Deputy Quartermaster-General.

Wednesday, June
29th, 1870.

Sick in hospital—	Officers.	Men.
60th Rifles ... ..	...	6
1st Ontario Rifles. ...	1	6
2nd Quebec Rifles. ...	...	4
Total	1	16

CAPTAIN HUYSHÉ, who had been sent up to survey the road, in a letter dated 27th *Tuesday, June 28th, 1870.* writes—"That the heat was very great indeed, too hot to march after early morning."

"The men coming up the River in the boats spoke highly of the 'clinker-built.'"
 Captain Buller, in a letter bearing date 27th, writes—"That bags of pork answered well, being far more easily carried than barrels. Stuff was going up the river quickly. Captain Young intended to visit and inspect the branch road immediately. Captain Calderon's Company had passed through, and that Captain Northey's Company was at the Kaministiquia Bridge; also that the two damaged boats had been repaired."

The road along the beach to the new slaughter-house was continued in the early *Wednesday, June 29th, 1870.* morning, but the weather changed, a thunder storm came on, and it rained heavily all day, the wind being in the east. The road was reported during the afternoon as terribly cut up. In the afternoon General Lindsay and Colonel Wolseley went to Fort William; the weather became so bad that they could not return to camp. The rain continued, with thunder and lightning, in a way seldom seen out of the tropics. A letter was received this afternoon from Captain Young, dated 28th June, in which he writes, that, "He had visited the newly-cut branch road, and found it to be about 1½ mile; it had been cleared up for ¼ mile. Mr. Dawson's people expect it to be clear by the 29th instant, but no doubt the very bad weather has stopped the work. One part of the main road, two miles this side of where the branch road turns down to the left, was very bad indeed, and the ox-teams found great difficulty in getting through; but two gangs of Mr. Dawson's men were at work on it there. He (Captain Young), as Colonel Wolseley had ordered, would visit the place again on Friday, 1st July, and would report result. He had taken up 400 barrels of pork to the place called Young's Landing, and the shed there, he says, was nearly full. The injuries done to the two boats had been repaired, and would have been at work again, except that he was delayed by Captain Huyshé, who had written to him from the Kaministiquia that six boats under Mr. Laboucheire had reached the bridge of the Kaministiquia, and that the Indians had left them there and returned to Fort William, and also that three boats with Mr. McNab had left the Kaministiquia for that place, and desired him to try and get the Indians who accompanied Mr. McNab to go back to the Kaministiquia and help to take up the six boats with some of his men. He accordingly saw these Indians when they arrived there, which they did about 6 P.M., and next day the Indians, accompanied by some of his men, were to return to the Kaministiquia Bridge to bring up Mr. Laboucheire's boats under Captain Buller; and he was taking another party to clear a tracking path along the River between where he was and the Kaministiquia Bridge, so as to assist all boats sent for the future by same route, it is difficult, but would be far easier if a tracking path were made. Mr. Dawson's agent was assisting him with six good axe-men. The river was in good order. They took up that day 130 barrels, and directly the other boats were up, they would continue sending up stuff."

The ground was too wet to-day for the men to work at the road through the bush along the shore to the new slaughter-house. *Thursday, 30th June, 1870.*

Lieutenant-General Lindsay inspected the 2nd Quebec Rifle Militia at 10 A.M., and the 1st Ontario at 2 P.M. No wagons sent up the road with supplies, on account of the frightfully bad weather. *Friday, 1st July, 1870.*

Two companies of the 1st Ontario Rifles left camp at 4 A.M. No. 1 Company to one mile short of the Matawin Bridge; No. 2 to the 6-mile creek. Road reported very bad. Lieutenant-General Lindsay, Colonel Wolseley, Captain Gascoigne, A.D.C., and Colonel McNeill, proceeded up the road, the latter to be eventually stationed at Lake Shebandowan. A party of 1 officer (Captain Amyott) and 34 rank and file of the Quebec Rifles started in 8 boats for the Kaministiquia River at 2 P.M. without arms and accoutrements, they were short handed with regard to voyageurs.

A company of the 1st Ontario Rifles marched at 4:30 A.M. for a station 17 miles off to work on the road, which was reported to be drying fast. Weather fine, but cool and pleasant. Roads drying-up fast. Orders received from Colonel Wolseley from the Matawin Bridge, for the Headquarters of the 60th to march on July 3rd for the Matawin; for the 1st Ontario Rifles to march on July 4th for the Kaministiquia Bridge; and for the Headquarters and Staff to move forward on the

Sick in hospital—

	1st Bn. 60th	1st Ontario	2nd Quebec	Officers.	Men.
	1	6
	1	6
Total	1	16

LAND TRANSPORT.

	Teamsters.	Bullocks.	Horses.	34 wagons to the 13 mile shanty.
Present fit for duty	49	...	21	
Absent on duty	68	35	33	
Sick, or requiring to be shod	3	...	63	
Prisoners	2	...	...
Total Strength	122	35	177	

LAND TRANSPORT.

	Teamsters.	Bullocks.	Horses.
Present fit for duty	45	...	53
Absent on duty	76	35	96
Sick, or requiring to be shod	3	...	38
Prisoners	2	...	...
Total Strength	126	35	187

No wagons with supplies sent up, road too bad. 7 wagons for baggage of detachment. 8 boats started up the river. *Saturday, 2nd July, 1870.*

LAND TRANSPORT.

	Teamsters.	Bullocks.	Horses.
Present fit for duty	45	...	46
Absent on duty	77	35	106
Sick, or requiring to be shod	3	...	35
Prisoners	2	...	...
Total strength	126	35	187

No wagons sent up with supplies, road still very bad. 4 wagons with forage.

5th. Colonel Wolseley received to-day the following letter from Mr. Simpson, of Sault St. Marie, Member of Parliament for the Algoma District:—

My Dear Sir,

Fort Francis, 21st June, 1870.

"A canoe arrived here yesterday from Fort William with provisions for the Indians, and the men who brought them up will leave to-morrow morning on their return trip. I am sorry to say they left the tea and tobacco at the Matawin station, and I am quite out of these two articles; however I have explained to the Indians the cause, and they are satisfied. There are here now about 1,500 Indians, men, women, and children, encamped at the Fort. I held a council yesterday, and to-day the Indians held one, and one to choose their chiefs. I expect to be able to settle with them, and to get them all away before you arrive. They are staying as there are no sturgeon in the river. They are a difficult people to deal with, there is so much palaver among them that one does not well know what they want. They seem to be anxious to sell their lands, but I have only authority to treat with them for the right of way. All this I can explain much better when we meet. They have no objection to the troops going through to Red River. No news from that quarter which can be relied on. We expect a canoe from Fort Alexander in a few days, and I intend to come and meet you as soon as I can get through with the treaty, when I hope to be able to give you good news from the Settlement. I have had no letters from Fort William since the 31st May, so I am quite in the dark as to your movements. I shall be very glad to see you all safely here. This is a most miserable ill-kept post; and I have been living on sturgeon, choke-dog, and boiled bear and porcupine. You will soon have an experience of it yourself."

Extract from a letter received from Captain Hyshe, dated 9 p.m. 30th June, Kaministiquia Bridge. "Incessant heavy rain and thunder storms for the last two days. A small bridge two miles this side of the Matawin carried away, and the road so flooded as to be impassible. Two small bridges between the Kaministiquia River and Strawberry Creek carried away, and about 100 yards of the road flooded. The train of wagons was caught between these two bridges, and the wagons had to be left on the road, and the horses taken round the hills. The bridge over Sunshine Creek was carried away, and that over Strawberry Creek very nearly sharing the same fate, the water being within six inches of the centre arch. The big bridges over the rivers Matawin and Kaministiquia were in some danger, the latter especially, being only saved by the exertions of Captain Nagle and his teamsters, who worked at it all day clearing away the drift wood which had blocked up five out of the nine of its arches. One of the centre piers sunk about one foot, and the roadway of the bridge itself parted from the corbels with a loud report. No great damage done to the bridge itself. A gang of eighteen of Mr. Dawson's men came down from the Matawin, and were to commence repairing the two small bridges next day. Communications re-opened with the Matawin. Weather clearing up."

Annexed are copies of a Proclamation issued by Colonel Wolseley, and letters to Bishops Taché and Macrea, at Red River. These letters were intrusted to Mr. Donald Smith, in English and in French, to be forwarded to Fort Garry.

Divine service at the usual hours. The Head-Quarters of the 60th under Colonel

In general hospital—		
	Officers.	Men.
1st Bn. 60th ..	..	4
1st Ontario ..	1	7
2nd Quebec ..	..	3
Total ..	1	14

Land Transport—		
	Horses.	Oxen.
Present ..	32	..
On duty..	119	35
Sick ..	36	..
Total ..	187	35

No wagons with supplies sent up road, road so bad. 4 wagons with hay, 5 wagons with Head-Quarters 1st Bn. 60th.

Fielden marched at 3 A.M. for the Matawin, there to be stationed till further orders. Day cloudy but fine, occasional showers. The Lieutenant-General and Colonel Wolseley returned to camp in the evening, having left the Matawin Bridge in a canoe at 6 A.M. The river was still very much swollen, although it is falling rapidly. At the Kaministiquia Bridge they found Captain Harchmer, 1st Militia, with his brigade of boats, and Captain Dundas, 60th Rifles, with his Company and a brigade of boats a few miles lower down, both had been greatly delayed by the excess of water in the river, which had become so deep that it was difficult to pole, and as the boats were flooded tracking was extremely difficult and laborious. At the Kakabeka Falls they passed Captain Macklein's brigade, they were engaged then in getting their boats over the portage; four had already been taken up above the falls. The Indians had in the morning refused to work, as it was Sunday; Captain Macklein very properly told them they should have nothing to eat unless they worked, which soon brought them to their senses. Captain McCalmont, 9th Lancers, had gone up as a volunteer with this party, having been placed in charge of a boat's crew by Colonel Wolseley; he was working hard pulling his boat over the steep incline (120 feet high) when General Lindsay passed. Below that, near the Parresseux Rapids, they passed another brigade of boats under Captain Amyott, 2nd Militia; they were encamped, having done nothing all the morning owing to the man in charge (a drunken fellow named McNabb) having told Captain Amyott that they always halted on Sundays. Colonel Wolseley ordered them to strike camp at once and go on.

The steamer, "Chicora," arrived at 6:30 p.m., bringing some voyageurs and boats, also seven breast straps for horses, to be used on horses that were collar galled. Colonel Wolseley had asked for the straps, &c., &c., necessary for converting twenty sets of double collar harness into breast draught harness. Harness upon that system is very common in the States, and is much used in the province of Ontario. The Lieutenant-General being

Sunday,
July 3rd, 1870.

absent from Montreal when Colonel Wolseley's application reached that place accounts, perhaps, for its not being attended to, as up to this date it has been the only application for any stores or for any assistance that has not been attended to. Instead of having the means of changing twenty sets of double harness from collar to breast draught, we have only been supplied with the means of changing seven sets of single harness from collar to breast draught, as we never use carts except when we have no wagons to spare, this addition to our transport material is of very little service to us. Twenty sets of breast straps suitable for double harness would have enabled us to use 40 horses daily more than we are now doing, for we have that number of horses on the sick list who are incapacitated from work owing to galled shoulders, but who are in other respects in good working condition. This is a subject well worthy of being remembered in the future whenever it may be necessary to equip a horse transport service; I should say at least 20 per cent. of the harness provided should be fitted for breast draught. By such means no horses need ever be on the sick list from galled shoulders, for if due care is taken immediately that a shoulder shows signs of injury, the collar should be replaced by the breast straps, and *vice versa*. The seven breast straps sent us from Montreal are those used in Field Batteries for the non-commissioned officers' horses, they are only intended to assist gun teams over difficult ground; but are quite unfit for heavy draught. For a short spurt they would do well to help a team along, but when used with horses drawing continuously, they can be of little service even when used singly in shafts.

Colonel Wolseley found the roads in a very bad state, General Lindsay was surprised to find it, even in the *finished* portions so very deep and unsuited for military purposes. Every stream had become swollen, carrying away the superstructure of small bridges and culverts. The bridge over Strawberry Creek had a narrow escape, and was saved by the exertions of some teamsters who chanced to be near it. The large bridge over the Kaministiquia River was saved as described in Captain Huyshe's letter given in yesterday's journal. The Matawin Bridge was for some time in much danger, also on Thursday, 30th June. That over Sunshine Creek was entirely washed away. That over Oskondagee Creek was nearly destroyed, it is built on three trestles, the centre one of which had drifted about 2 feet down stream and was only saved by having ropes fastened to it securing it to trees on the banks. The detachment of ten men stationed there as a guard over the stores worked all night in clearing away drift wood from the trestles and in piling up quantities of large stones upon the superstructure. The water there rose 6 feet 6 inches within a few hours. General Lindsay went to the Dam Site on horseback yesterday, the horse had to be swam over Sunshine Creek. The road between the Matawin and the Oskondagee is not worthy of the name of road. It is with difficulty and much danger that even single horsemen can get over parts of it. It is useless as a means of supplying an Army in the field, or even supplying the small numbers composing this force.

The new cut from the main road to the river, which Colonel Wolseley requested Mr. Dawson to make on the 22nd June, is now in progress, and will be open for wagons on the 6th or 7th provided the weather is at all favourable.

Colonel Wolseley ordered Captain Buller's company of 60th from the Matawin to assist in its construction. Captain Calderon's company of that regiment have been working at it for some days past. Both were ordered to work all through Sunday at it.

At the Oskondagee there is now a considerable amount of pork and biscuit brought up over the bad road by our bullock wagons.

Captains Northey and Ward, with their companies, were encamped on rising ground about 3 miles beyond the Oskondagee. The former had been ordered to the Dam Site, but was deterred from proceeding further by the difficulties of the road. There is a small creek about 3,000 yards beyond their camps, over which a bridge was completed yesterday (2nd), 900 yards beyond it again is another creek, and about 600 yards beyond it again is the point where the troops are to embark. The last mile is still in a most unfinished condition, but the ground is good, and there is no danger of the operations being stopped by it.

The really bad and impracticable portion of the road is between where the new cut leaves the road to the bridge over the Oskondagee.

The Lieutenant-General went in a canoe from the point of embarkation to Shebandowan Lake. There were violent thunder storms all day, but not much rain.

General Lindsay saw Mr. Dawson at the end of the road and asked him, as a favour, to take off all his men from that useless portion of the road and put on all his strength to the road between Young's Landing and the river by the new cut, and upon the portion of it beyond the Oskondagee. Mr. Dawson said he would do so. He made a similar promise to Colonel Wolseley on the 23rd June and only partially fulfilled it; it is to be hoped that he will this time be more exact in carrying out this arrangement.

The Lieutenant-General and Aide-de-Camp embarked at 8 A.M. on board of "Chicora." A guard of honour was furnished by 2nd Militia, the men turned out remarkably well, very clean, belts polished and tidy.

The Head-Quarters 1st Militia, under Lieutenant-Colonel Jarvis, left at 4:30 A.M. for the Kaministiquia Bridge to go there in two marches. The turn out was very bad. They were ordered to march at 3 A.M. All the fault of the officers, who, instead of looking after their men, were busy strapping up their portmanteaus and attending to their own luggage.

In general hospital—		Officers. Men.	
1st Bn. 60th	.. ..	4	
1st Ontario	.. ..	1	11
2nd Quebec	.. ..	4	
Total	.. ..	1	19

Monday,
July 4th, 1870.

During the day, Major Macleod and some Militia and voyageurs left Prince Arthur's Landing with two brigades of boats, fifteen in number, to ascend the River Kaministiquia.

Morning fine, very showery in the evening.

Colonel Wolseley went over to Fort William to pay a farewell visit to Mr. McIntyre, who had been very useful, civil, and obliging. At 6 p.m. Colonel Wolseley inspected the camp of the 2nd Militia, about to be left in garrison at Prince Arthur's Landing under command of Captain De Bellefeuille.

Tuesday,
July 5th, 1870.

In hospital—		Officers. Men.	
1st Bn. 60th	..	1	3
1st Ontario	..	1	11
2nd Quebec	..	..	3
Total		1	17

No supplies went up since Wednesday last until to-day.

Colonel Wolseley and his head-quarters moved from Prince Arthur's Landing to the camp on the Matawin River, 27 miles. Colonel Wolseley started at 5 a.m. on horseback, and on his arrival there, got a fresh horse and went up the road, accompanied by Colonel Fielden, as far as the end of "Brown's Lane," where the branch road meets the river. On

his return he ordered a working party of 50 men of the 60th to go about 3 miles up the road the next morning; also 90 barrels of pork to be sent up to the end of "Brown's Lane," where Captain Young, with 6 Indians and 21 men, was to try to get them up the river to the Oskondagee Creek, using only three boats. On his way up from the Bay Colonel Wolseley ordered a company of the 1st Ontario Militia to work at the 6 mile creek to move on 4 miles further; and two companies of the same battalion to move next day from the Kaministiquia Bridge to the Oskondagee Creek.

Very wet weather. Rained hard in almost incessant showers the greater part of the day. The road is now in a worse state than it has ever been in before, dreadfully cut up, and nothing but dry weather can make it any better.

Wednesday,
July 6th, 1870.

Land Transport—		Horses. Bullocks.	
Present	..	30	16
Absent on duty	20	10	10
Sick, &c.	..	9	8
Total		59	34

Employed in the morning moving stores to Browne's Lane and the Oskondagee.

Colonel Wolseley sent an order for two companies of the 2nd Militia to move forward on the 7th instant, at 4 a.m. to the Matawin Bridge in two marches, and for the head-quarters and remainder of that battalion to march two hours afterwards (the same day) for Strawberry Creek, there to work on the road. He then rode out and showed the working party of the 60th where they were to work. At noon he rode off again, accompanied by Colonel Fielden, to Browne's Lane to see Captain Young off with the three boats and 90 barrels of pork en route to the Oskondagee.

Two companies 1st Ontario passed through about 7 a.m. on their way from the Kaministiquia to the Oskondagee. In consequence of the move to-morrow of the 2nd battalion of Militia, Assistant Controller Irvine sent down an order for the wagons leaving the Bay to-day to be unloaded at the 13-mile shanty, and to return empty to the Bay; stores to be piled up on the roadside till they can be fetched.

On Colonel Wolseley's return from Calderon's Landing he reported that Captain Young had embarked 70 barrels of pork in his three boats, besides three days' rations. Captain Buller was ordered to go up the river the next day with his company, and Captain Calderon also—the former in the morning, the latter in the afternoon.

The day was fine and cool, not too hot; the first day without any rain that we have had for a long time.

Thursday,
July 7th, 1870.

Land Transport—		Horses. Bullocks.	
Present	..	36	16
Absent on duty	20	10	10
Sick, &c.	..	11	8
Total		67*	34

The remainder are at Thunder Bay.

* Employed in moving stores from Matawin to Browne's Lane.

An order was sent, per Assistant-Surgeon Shaw, to Captain Dundas, 60th Rifles, to move on up the river to-morrow morning with his company, taking as many boats as he could man, and as much pork, and to leave the stuff at the Oskondagee Creek, returning to Calderon's Landing with as few boats as possible.

Colonel Wolseley rode down the road to the Kaministiquia Bridge and Strawberry Creek, giving an order to Captain Cook, 1st Ontario Rifles, to move on his company this evening to the Matawin, and an order to Lieutenant-Colonel Jarvis to move with his Head-Quarters to the same place to-morrow morning.

The 1st Ontario Rifles sent in a complaint about the insufficiency of the ration of meat issued to them, and requesting an increase; but Colonel Wolseley declined to do so, having found it ample enough for all the other working parties.

Weather very fine, the road drying up in consequence. The sun yesterday and to-day has baked the road into the consistency of a brick. All working parties on the road are now employed in corduroying, regardless of the symmetry of the work, so that they may get over a great deal in a day. Colonel Wolseley having ordered them to give up all heavy work in the way of ditching, cuttings, embankments, &c., and confine themselves solely to the work required to make the road passable for wagons for the next three weeks. After we have all passed over it, Mr. Dawson can do whatever he likes with it. We have all the autumn for his work.

Between the Matawin and Kaministiquia Bridges it is difficult at some spots to obtain good timber for corduroy work: it has been so denuded of trees by successive fires, that the few left still standing are mostly half burned through. The timber generally in this section of the country is very poor; no hard wood of any sort; pitch pine, spruce,

tamarack, and a few of the other common pines, together with a good sprinkling of poplar.

(Signed)

G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

Camp, Matawin Bridge, 7th July, 1870.

For transmission to the Quartermaster-General of the Army, Horse Guards.

(Copy)

J. E. THACKWELL, Colonel,
Acting Deputy Quartermaster-General.

RETURN of Drill, Nationality, and Religion of 1st and 2nd Regiments of Militia,
23rd June, 1870.

	1st Bn.	2nd Bn.
1. Drill—		
1. Number of men who have never been drilled	8	28
2. Number of men who, although drilled in the regular or some foreign service, have never drilled in the Volunteer Militia ..	25	45
	33	73
2. Nationality—		
1. English	79	74
2. Irish	29	52
3. Scotch	32	21
4. Born in Canada of—		
(a) English parents	55	61
(b) Irish parents	65	20
(c) Scotch parents	45	15
	165	96
5. Born of English-speaking Canadian parents	40	21
6. Born of French Canadian parents	3	77
7. Foreigners, but naturalized British subjects	3	3
8. British subjects, but of foreign parents	4	18
	355	362
3. Religion—		
1. Protestant	330	236
2. Roman Catholics	25	126
	355	362
4. Discharged—		
1. Number of men who, having been attested, have been discharged through illness or physical unfitness	3	23

Forwarded,

(Signed) R. J. FIELDEN, Colonel.

(Signed)

JAMES F. MACLEOD,
Assist. Brigade Major.

Copy of Proclamation in French as forwarded per Mr. Donald Smith to Fort Garry.

Au Peuple Loyal de Manitoba,

LE Gouvernement de Sa Majesté la Reine d'Angleterre ayant pris la résolution de mettre en garnison quelques régiments dans le territoire de Manitoba, j'ai été instruit par le Lieutenant-General Commandant des Provinces Britanniques de l'Amérique du Nord de conduire la Force sous mes ordres à Fort Garry.

Nous vous apportons la paix, et le seul objet de cette expédition c'est de faire voir l'autorité de Sa Majesté la Reine.

Des Cours de Justice, telles qu'elles existent dans toutes les autres Provinces de l'Empire seront établies.

La Justice se montre sans partialité envers aucune classe ou aucune race, les sauvages, et les métis loyaux étant aussi chers à Sa Majesté que tous ses autres sujets.

Les soldats j'ai l'honneur de commander ne représentent point de parti ni de religion ni de politique, et ils sont venus exprès pour protéger la vie et les biens de tous sans distinction de race ou de culte.

L'ordre et la discipline la plus rigide sera maintenu dans leurs pays et la personne de tous les habitants ne sera sujet à aucun danger.

Tout ce que les habitants fournissent aux troupes leur sera payé.

Si quelque habitant aura cause de se plaindre de la conduite d'aucune individu appartenant à cette brigade, il n'aura qu'à constater le fait devant ainsi pour obtenir de la justice.

Chaque sujet loyal de la Reine est prié avec instance de m'aider accomplir le but ci-dessus cité.

(Signé)

G. J. WOLSELEY, Colonel.

Copy of Proclamation and Letters.

To the Loyal Inhabitants of Manitoba,

Her Majesty's Government having determined upon stationing some troops amongst you, I have been instructed by the Lieutenant-General Commanding in British North America to proceed to Fort Garry with the force under my command.

Our mission is one of peace, and the sole object of the expedition is to secure Her Majesty's sovereign authority.

Subsequently
omitted.

Courts of Law such as are common to every portion of Her Majesty's Empire will be duly established, and justice will be impartially administered to all races and all classes.

The loyal Indians or half breeds being as dear to our Queen as any others of Her loyal subjects.

The force which I have the honour of commanding will enter your province representing no party either in religion or politics, and will afford equal protection to the lives and property of all races and of all creeds.

The strictest order and discipline will be maintained, and private property will be carefully respected. All supplies furnished by the inhabitants to the troops will be duly paid for. Should anyone consider himself injured by any individual belonging to the force, his grievance shall be promptly enquired into.

All loyal people are earnestly invited to aid me in carrying out the above-mentioned objects.

(Signed)

G. J. WOLSELEY, Colonel,
Commanding Red River Force.

Prince Arthur's Landing,
Thunder Bay, 30th June, 1870.

(Also copy sent to Mr. Donald Smith.)

COPY.

My Lord,

Prince Arthur's Landing, Thunder Bay, 30th June, 1870.

ENCLOSED I have the honour to forward you the copy of a Proclamation in English and in French, to which I have the honour to request your Lordship will be good enough to give the utmost publicity in the several parishes under your Episcopal care.

Similar copies have been forwarded to the Officer representing the Hudson Bay Company at Fort Garry and to Bishop Taché.

I have, &c.

(Signed)

G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

To the Bishop Taché and McCrea,
Red River Settlement.

(Also copy to Mr. Donald Smith.)

Sir,

Prince Arthur's Landing, Thunder Bay, 30th May, 1870.

WITH reference to the Proclamation which I have forwarded to you in a letter of this date, I have the honour to inform you that I am most anxious that steps should be immediately taken for opening out a cart-road from the end of Mr. Snow's road to the north-west corner of the Lake of the Woods.

It is not necessary that the road should be of a permanent character, as it will only be required this year for military purposes, hereafter it could be enlarged and made fit for commercial traffic, but now a corduroy track over the swamps wide enough and strong enough for the passage of lightly-laden Red River carts would answer our purposes.

Mr. Dawson, who represents the Public Works Department here, will forward more fully detailed instructions regarding the construction of the road required; and will authorize you to appoint a surveyor to superintend and direct the work and to make the necessary disbursements.

I have to request that you will kindly render the gentleman you employ upon this service every possible assistance while so employed.

I have, &c.

(Signed)

G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

To the Officer in Charge of
Hudson Bay Company's Stores, Fort Garry.

(Also copy to Mr. Donald Smith.)

Prince Arthur's Landing, Thunder Bay, 30th June, 1870.

I HAVE the honour to request that you will have the goodness to make the enclosed Proclamation as public as possible in the Province of Manitoba. I send it to you in English and in French.

I am forwarding by the messenger who will carry this, similar copies to the Protestant and Roman Catholic Bishops, requesting them also to make it known in parishes under their care.

I have, &c.
(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

To the Officer in Charge
Hudson Bay Company, Fort Garry.

My Lord,

Prince Arthur's Landing, Thunder Bay, 30th June, 1870.

I HAVE written to-day to the officer representing the Hudson Bay Company at Fort Garry, referring to a letter to him of this day's date from Mr. Dawson of the Public Works Department, in which he has been requested to take immediate steps for opening out a road between the north-west corner of the Lake of the Woods and the termination of Mr. Snow's road, and whereby he has been authorized to expend money for that purpose.

I have begged him to render every assistance in his power in obtaining the labour and funds required for this service, I have the honour to request your Lordship's earnest co-operation in doing so, and being aware of the anxiety of your people to welcome us amongst them, I am led to hope that they will avail themselves of the opportunity for proving the sincerity of their wishes.

I have, &c.
(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

The Bishops Taché and McCreagh,
Fort Garry.

Dear Mr. Smith,

Prince Arthur's Landing, Thunder Bay, 30th June, 1870.

I SEND you herewith letters for the officer representing the Hudson Bay Company at Fort Garry, and for the Protestant and Roman Catholic Bishops in the province of Manitoba, which you kindly promised to have sent to their destination from some point near the Red River settlement whilst en route for Norway House.

I send for your private information copies of all the letters enclosed in their several covers addressed to those gentlemen, and also a copy of the proclamation which I have asked for them to make public in settlement.

You will see that I am writing to your officer (as I told you I intended doing) upon the subject of the road to the north-west corner of the Lake of the Woods, I am most anxious that a practicable cart road should be opened out to that point, and as I know that you take a sincere interest in everything affecting the success of this expedition, I do not hesitate to ask you to take whatever steps you may consider advisable towards furthering the object I have in view as regards the construction of this road; it might, perhaps, be possible to get the Indians from Fort Francis to assist in the work by beginning from the Lake of the Woods' end of the proposed road, 50 men with axes could do much towards cutting and clearing out trees for a few miles back westward from the lake. Any expense in doing so will be paid by the Government.

Wishing you a pleasant journey, and thanking you for all the valuable assistance I have received from Mr. McIntyre, who has been of such service to us in getting our boats forward towards Shebandowan Lake, believe me,

Very truly, &c.
(Signed) G. J. WOLSELEY, Colonel.

Donald Smith, Esq., &c., &c.

ALTHOUGH the days are warm, sometimes oppressively so, the thermometer standing *Friday, July 8th, 1870.*
over 90° (Fah.) in the shade, the nights are cold, sometimes so cold that the men sleep *Camp Matawin*
in their great-coats. The Head-Quarters 1st Battalion 60th Rifles, moved to Calderon's Bridge.

Landing, the 1st Militia taken their places, and the 2nd Militia replacing the 1st at the Kaministiquia Bridge.

In general hospital—		Men.
1st Bn. 60th ..	..	2
1st Ontario ..	..	7
2nd Quebec ..	..	7
"Total ..	..	16

Land Transport Corps—		Horses.
Present ..	..	65
Absent on duty ..	..	101
Sick, &c. ..	..	19
Total ..	..	185

35 bullocks.
3 wagons with stores
to Matawin.

are so strong at places, that heavily laden boats require skilled men to manage them, 10 barrels only will be placed in them for the future whilst making this trip.

Colonel Wolseley found that much progress had been made with the stables at the Oskondagee, and the road between that bridge and the Dam Site was in fair working order: at the Dam Site he found that a footpath had just been cut from our camp there to the place on the lake where our stores are to be collected.

Mr. Dawson has again placed strong gangs on the road between the new cut and the Oskondagee, the new cut being now in fair working order. The road, in consequence of the last few days of fine weather, is much better than when Colonel Wolseley last went over it.

There have been two men of the 2nd Militia tried for striking Non-Commissioned Officers, one which was the most serious case has been sent to the gaol at the Sault for four months, the other man having been drunk when he committed the crime, and having been provoked by the Corporal whom he struck, has been let off by Colonel Wolseley; the Court-Martial had sentenced him to 90 days imprisonment, and had strongly recommended him to mercy.

Heavy showers in the evening.

The Head-Quarters of the 60th removed to Calderon's Landing, the 1st Militia taking their place at the Matawin, and the 2nd replacing the 1st at the Kaministiquia Bridge.

Fine day but warm, very cold last night, barometer showing signs of falling, but no rain, thermometer stood at 95° (Fah.) in the tents at 2 p.m. Colonel Wolseley rode up the road in the afternoon and saw Mr. Fraser, 60th Rifles, the first arrival of the party that started with provisions from Calderon's Landing to the Oskondagee Creek. Letter

Précis of Capt. Young's letter, describing his journey in boats from Calderon's Landing to the Oskondagee.

Land Transport Corps—		Horses.	Bullocks.
Present ..	..	4	..
Absent on duty ..	..	159	35
Sick, &c. ..	..	22	..
Total ..	..	185	35

22 wagons sent with R.A. & R.E.
4 wagons sent with supplies.

End of précis of Capt. Young's letter.

road, fearing to risk the boats down stream, owing to the strength of the current.

In the evening, an order was sent to the Head-Quarters 2nd Militia, to march tomorrow at 4 p.m. on the Matawin River.

Major McLeod and party arrived with their boats in good order from the trip up the Kaministiquia River.

Divine service was held in the camp at 7 a.m., the Rev. Stewart Patterson officiating.

Land Transport Corps—		Horses.
Present ..	..	..
Absent on duty ..	..	163
Sick, &c. ..	..	22
Total ..	..	185

2 wagons sent to Matawin.

Précis of Capt. Dundas's report of journey from Calderon's Landing to the Oskondagee.

he "had taken 5 boats up the Oskondagee Creek in two days, working from 5 a.m. to 9 p.m.," that his boats were too heavily laden (18 barrels of pork), that one load was completely destroyed, having caught by the stern on a rock, swung round, hurled over, and taken the whole force of the current over her gunwale, which broke her to pieces in an instant, "that three voyageurs who were in her at the time were saved, but one of them "with great difficulty," that the cargo of this boat was lost, and everything in it except the

If a Major arrives, having been sent by the Lieutenant-General to command at that post, he will be brought on here and posted at Fort Francis, for which command Major Robertson had been nominated.

Colonel Wolseley rode to the Oskondagee to see after affairs there, and to find out how the river transport was getting on; up to 4 p.m. but one boat had reached that place; its cargo had been left on the bank of the river a few miles down, as she had swung round in a rapid and been injured; she leaked a good deal, but can be easily repaired, —she is clinker built; a carver-built boat had had a hole knocked in her bottom, and was abandoned, she can easily be repaired however, she will be taken back to Calderon's Landing for that purpose. The loads put in the boats were too heavy, for although there was plenty of water, the rapids

are so strong at places, that heavily laden boats require skilled men to manage them, 10 barrels only will be placed in them for the future whilst making this trip.

Colonel Wolseley found that much progress had been made with the stables at the Oskondagee, and the road between that bridge and the Dam Site was in fair working order: at the Dam Site he found that a footpath had just been cut from our camp there to the place on the lake where our stores are to be collected.

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received this evening from Captain Young, who reports that the river (from the junction of the Matawin and Shebandowan rivers up to Oskondagee Creek) is a succession of falls and rapids; that one boat was damaged by a trunk of a tree floating down with the

strong current and striking her on the port quarter, stoving her in so badly that he was obliged to take out her load and leave it (and the boat) on the bank; that his (Captain Young's) boat was so heavily laden (27 barrels of pork) that she was obliged to be occasionally dragged over coarse gravel to the great injury of her bottom; that the river is so hard to get up that he suggests putting only six or eight barrels in each boat; that he started on Wednesday evening 6th instant, and arrived at the Oskondagee on Friday 8th; and that he marched back to Calderon's Landing by the

road, fearing to risk the boats down stream, owing to the strength of the current.

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Saturday,
July 9th, 1870.

Sunday,
July 10th, 1870.

men's waterproof sheets and blankets, which were picked up by the boats in rear; that he was obliged to leave the cargo of one boat behind, owing to the very shallow water near the Oskondagee Creek, but went back and fetched it, and that he marched back to Calderon's Landing fearing to risk the boats down the rapids.

Mr. Dawson arrived in the evening and had an interview with Colonel Wolseley, who requested him to hand him over 100 voyageurs for the purpose of taking stuff up the river from Calderon's Landing to the Oskondagee Creek; Mr. Dawson promised to do so the next day.

Weather cloudy and cool threatening rain, but none fell. A pleasant day.

Rained heavily during the night, and until 2 P.M. very heavy thunderstorm, with lightning and thunder, such as is seldom seen out of the tropics. Captain Calderon, 60th Rifles, reported that he had taken up five boats with 92 half barrels of pork, without injury, to the Oskondagee Creek. His report as to the state of the river and the proper cargoes for boats agreed with the reports of Captains Dundas and Young.

The detachments Royal Artillery and Royal Engineers, marched this morning for Ward's Camp at the Dam Site; they arrived at the Oskondagee at 1 P.M.

Major McLeod, with 60 men and 3 officers, 1st Militia, marched off at 7 A.M. to Calderon's Landing to take boats and stuff up the river to the creek.

The rain during the night made the roads bad again. A working party of the 1st Militia went up the road about three miles in the afternoon to work at some bad places.

Colonel Wolseley received a letter from Major Robertson, enclosing a medical certificate from the doctor at Thunder Bay, saying that he must return to Canada.

He will be ordered to Montreal to report himself to the Deputy Adjutant-General for the purpose of appearing before a medical board there.

Frequent showers during the night and morning, but cleared up in the afternoon; roads very bad again, especially that between Brown's Corner and the Oskondagee Creek, which is reported by the teamsters and others to be almost impassable, nothing but the body of a wagon being visible above the ground, the wheels completely buried in the mud.

Orders sent to Colonel Fielden to move on with the 60th Rifles from Calderon's Landing to the Dam Site, going by boats as far as the Oskondagee Creek. The move of the head-quarters camp put off for another day, partly on account of the state of the roads.

Transport going on satisfactorily by water between Calderon's Landing and the Oskondagee, stores being taken up by the 60th Rifles; Captain Peebles, at Calderon's Landing in charge of the stores and doing duty as Commissary.

No rain to-day, fine clear weather, roads drying up rapidly. Two working parties from the 1st and 2nd Militia Regiments sent out to work on the road about a mile beyond Young's Landing. No wagons sent up beyond "Brown's Corner," owing to the state of the road.

Mr. Dawson passed through this afternoon on the way to Thunder Bay to collect guides, some of the Indians from the mission who were engaged in that capacity having returned to their homes, tired of the work they are now doing.

Mails from "Chicora" arrived, as also Captain Wallace, 60th Rifles.

Colonel Wolseley and Head-Quarter Staff moved on to-day to the camp at the Dam Site, about 17½ miles further up the road, starting at 4 A.M.; found roads drying up, but the so-called road between "Brown's Corner" and the Oskondagee Creek still very bad, in many places almost impassable, and for a few miles nothing but a track through the woods, unditched, un-corduroyed, with stumps of trees and boulders of rock still in the middle of the "road."

Lieutenant-Colonel Jarvis, 1st Ontario Rifles, marched at 5 A.M. from the Matawin to Calderon's Landing (6½ miles) to replace the 60th Rifles, who moved up by companies in boats with stores to the Oskondagee.

Colonel Fielden, 60th Rifles, and Captain Dundas's Company, arrived at the Dam Site in the evening.

Colonel Wolseley went up to the camp at "McNeill Bay" on Lake Shebandowan by water; found the camp pitched on the edge of the lake on a very pretty spot, with a little sandy beach in front.

The Royal Artillery and Royal Engineers, with the guns and ammunition, &c., encamped at a little distance by themselves, and the boats (22 in number) drawn up with their noses on the beach of a little land-locked bay about half a mile above the camp.

A beautiful day, clear and bright, not too hot.

The following is the text of a letter written by Colonel Wolseley to Mr. Dawson, on the subject of the voyageurs.

End of précis of Capt. Dundas's report.

Monday,
July 11th, 1870.
Camp on the Matawin/
River.

Land Transport Corps—		Horses.
Present fit for duty ..	26	
Absent on duty ..	135	
Sick, &c. ..	24	
		185

Tuesday,
July 12th, 1870.
Camp on the Matawin.

In general hospital, Thunder Bay—		Officers, Men.	
1st Bn. 60th ..	1	3	
1st Ontario ..	1	7	
2nd Quebec ..	1	5	
		2	15

Major Robertson, 60th, dysentery; Captain De Bellefeuille, 2nd Quebec, diarrhoea.

Wednesday,
July 13th, 1870.

In general hospital—		Officers, Men.		Site.
1st Bn. 60th ..	1	3		
1st Ontario ..	1	6		
2nd Quebec ..	1	6		
		2	15	

Major Robertson, 60th, dysentery; Captain De Bellefeuille, 2nd Quebec, diarrhoea.

Thursday,
July 14th, 1870.
Camp on the Dam

"Amongst the many men hired as "voyageurs" it is to be presumed that a few will "prove unfit for their work and useless in managing boats.

"In order to deter such "soi-disant voyageurs" from attempting duties and "responsibilities of which they are ignorant, it must be clearly explained to all that orders "have been given to the Officers Commanding Brigades of boats to leave behind on the "first portage they come to any men employed as voyageurs whom they find to be "incapable of managing boats skilfully. It is not enough that a man can pull an oar, we "have a sufficient number of soldiers for that purpose. It is said on all sides that many "men unused to boats have enlisted as voyageurs, hoping to work their passage to Red "River by their manual labour at the oar. It is better that such men should at once "understand that they positively will not be allowed to embark with the troops. Only "two classes of men can be allowed in the boats, viz., the soldiers constituting the Red "River Force and the skilled voyageurs capable of managing boats and of instructing the "soldiers how to do so."

Friday,
July 15th, 1870.

The remaining companies of the 60th Rifles, except one, arrived in camp from Calderon's Landing, Captain Young's Company going on in the afternoon to Lake Shebandowan to be in readiness to embark next day. Weather fine and bright till towards evening, when it clouded over with wind from the east, and about 10:30 P.M. commenced one of the most awful storms of thunder and lightning, accompanied with torrents of rain, that is possible to conceive, fortunately there was no wind, so the tents were not prostrated.

Mr. Dawson arrived from Thunder Bay, and reported that a fresh detachment of Iroquois Indians, 29 in number, had come from the neighbourhood of Montreal, having been collected and brought up by one of their own tribe without any directions from Mr. Dawson to that effect, a most unheard-of piece of energy on the part of an Indian. Preparations going forward actively for the despatch to-morrow of the first detachment of troops. Everything will be ready for them on our part, but Mr. Dawson's arrangements regarding oars, row-locks, sails, &c., are not quite so much to be depended upon.

Saturday,
July 16th, 1870.

The storm continued for some time last night, and then subsided into a drizzling rain; towards morning the wind changed, and by 7 A.M. we had fine bright sunshine, with a strong wind from the west blowing right down the lake and in the teeth of the boats, which will have hard work to row against it.

Captain Calderon's Company, 60th Rifles, arrived at 3 P.M., so that there are now no regulars below this place; 4 carts were hauled up from the camp to the lake this morning by men of the 60th Rifles, the distance is 3½ miles, and the track (for it is nothing more) had to be widened, and the carts dragged over by main strength.

Royal Art. and Royal
Eng., 2 officers, 38 men;
1st Bn. 60th Rifles,
9 officers, 101 men;
34 voyageurs and a
guide; in 17 boats.

In the afternoon Colonel Wolseley walked up to the camp on Lake Shebandowan, and personally superintended the despatch of the first detachment of troops in the boats; Colonel Feilden, 60th Rifles, went in command of the whole party, with an Indian from the Mission near Fort William as a guide. The troops, strength as per margin, went in 17 boats, constituting 3 Brigades, — A, B, and C; "A" Brigade, Captain Young's Company, 60th Rifles, in 6 boats, with two voyageurs in each boat; "B" Brigade, Captain Ward's Company, in 6 boats, with ditto; "C" Brigade Royal Artillery and Royal Engineers, under Lieutenants Alleyne and Heneage, in 5 boats, with ditto. It was 9 P.M., nearly dark, before they got off, owing to the strong wind which had been blowing all day making a heavy surf on the shore, preventing the loading of the boats; and also to delays in the equipment of the boats, the men having to make their own masts and spars and rig them themselves; as nearly as possible 60 days' provision were taken in each boat for all its crew, including the voyageurs, counting officers and voyageurs; each boat had 10 or 11 persons in it.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Expeditionary Force.

Captain Ward's Landing, near Shebandowan Lake,
Saturday evening, 16th July, 1870.

Forwarded for the information of the Lieutenant-General Commanding in British North America, and for transmission to the Quartermaster-General of the Army, Horse Guards, London.

(Signed) G. W.

Sunday,
July 17th, 1870.
As about to embark.

LIEUTENANT DENISON left the camp at 3 A.M. with letters and despatches, to catch the steamer at Thunder Bay. Colonel Wolseley had great difficulty in getting the Iroquois Indians to work to-day, they saying that they were not engaged to work on Sundays, which was their only day for washing. Their scruples were overcome by the promise of an extra day's pay for the extra day's work; situated as the force now is, it is completely at the mercy of these Indians, nothing can be taken up the rapids between this camp and the lake without

60TH RIFLES—DISTRIBUTION.

Com- pany.	Name of Captain.	N.-C. Officers, Rank, and File.	Station.
A	Dundas	50	Dam Site.
B	Wallace	50	Do.
C	Buller	50	Do.
D	Northy	50	Do.
F	Young	51	Shebandowan Lake.
G	Ward	49	Do.
H	Calderon	49	En-route to Dam Site.

their assistance, and when they have made three trips they consider that they have done a day's work, no matter what the time of day may be. They are however capital men, and very civil. Their "boss," old Iquace, was one of Sir George Simpson's men, and also accompanied Dr. Rae on his Arctic Exploration. He has grey eyes, a great rarity amongst the Indians.

By dint of working hard, enough provisions were got up to enable two more Brigades to start, viz. D and E Brigades, Captains Buller and Dundas, 60th Rifles. It was late before the last Brigade got off, and even then they had to go without voyageurs or a guide. The former were ready and the latter was not forthcoming at all,—a piece of bad management on the part of Mr. Dawson. These two Brigades were ordered to go as far as the first portage at the end of Lake Shebandowan, get over it and wait on the other side for their guide and voyageurs. The day was magnificent, fine and bright and not too hot, no sign of rain, barometer very high. The troops here and at the lake are now getting fresh bread and meat. The meat is killed at the Oskondagee Creek and sent up daily. The bread is baked in camp at one of the field ovens. This oven was in use for nearly seven weeks at Prince Arthur's Landing, and has been just established here. To-day this one oven, worked by only two men, turned out 470 rations of bread in 1½ lb. loaves in 12 hours. An order was sent to Colonel Casault, 2nd Militia, to send up two companies for duty here and at the lake.

Another fine day, but too hot, the roads are now in better condition than ever they have been in this season. A third detachment of boats, F Brigade, Captain Northey's Company, was despatched to-day, accompanied by Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General. They started at 6 p.m., 60 days' rations embarked with them.

Major Irving and 2 Companies, 2nd Militia, marched in from the Matawin. One Company was sent on up to the lake, the other kept here. A Company of the 1st Militia also marched in from the Oskondagee, and was encamped here.

The remaining two Companies of the 60th Rifles were ordered to strike their tents and move up to the lake, but their baggage and camp equipage could not be taken up the river in consequence of the refusal of the Iroquois to work any more that day, and so their departure had to be postponed until to-morrow. Colonel Wolsley received a note from Colonel Feilden, dated this morning, from the Shebandowan Portage, saying they had "left their camping ground at 4:30 A.M., and reached the portage at 9 A.M., breakfasted and then carried the stuff over the portage. It was tremendous work, hauling the boats on skids was nothing, but it is carrying the barrels of pork and flour that tells on the men, owing to the number of times they have to go backwards and forwards." He said that "the Royal Artillery and Royal Engineers are much behind," owing doubtless to the quantity of ammunition they have.

The amount of work performed by the respective corps upon the road is as per margin, the Paymaster of the 60th Rifles having left, the return of that Regiment is only made up from the date of his departure, he having taken his accounts with him.

Another fine day, but very hot. Two Companies of the 60th Rifles marched on to the lake to be in readiness for embarkation, but only one (Captain Wallace's) was despatched owing to the difficulty in procuring the boat equipments, rowlocks, sails, &c.; during the day the wind changed to the east, and the barometer fell rapidly, and at 11 p.m. commenced another fearful thunderstorm, with torrents of rain, which lasted for some hours, and then subsided into drizzling rain. These thunderstorms recur with unpleasant regularity, and form a decided "feature" of the climate.

Major Wainwright and 2 Companies of 1st Ontario Rifles arrived in camp from Calderon's Landing.

A cloudy day with drizzling rain, which cleared up during the morning and passed into heavy showers and thunderstorms; a regular gale of wind from the west all day swept down the whole length of the lake (Shebandowan), raising a heavy swell, which fell into McNeill's Bay with such fury that it was quite impossible to load the boats, consequently no Brigade was sent off to-day, but had they been despatched they could have made no headway against the wind. A number of Iroquois arrived to-day and were immediately set to work to bring boats and stores up the rapids. The Indians find the difference between the Regulars and Militia in the boats, the latter do not work as well as the former, and are apt to "chaff" the Indians, a proceeding which has been strictly forbidden by Colonel Wolsley.

Two Companies of the 1st Militia marched in from below. Orders sent to Colonel Jarvis to halt at the River Oskondagee till further orders.

Towards evening the wind moderated, and a detachment might have been sent off had there been any rowlocks for the boats, but the absence of these most necessary articles prevented it.

Major Wainwright and 2 Companies 1st Militia marched to the Lake this morning to be in readiness for embarkation.

Captain Calderon, with H Brigade (6 boats), started this morning at 8 A.M. All the Regulars have now left.

Departure of 2nd Det. from Lake Shebandowan, D & E Brigade 60th Rifles, 7 officers, 100 non-commissioned officers, rank and file, 13 boats, 26 voyageurs and 1 guide; 60 days' rations for everyone are embarked.

Monday, July 18th, 1870.
Camp at Ward's Landing, the Dam Site. Departure of 3rd Det. F Brigade, 60th Rifles, 3 officers, 49 non-commissioned officers, rank and file, 6 boats, 12 voyageurs, and 1 guide.

	No. of days' work done.		
	Ser-jeants.	Cor-porals.	Pri-vates.
60th Rifles, from 25th June to 16th July, including both days	122½	99	1,276
1st Militia, from 5th June to 15th July	135½	153	1,244
2nd Militia, from 9th June to 16th July	99	67	774½

Tuesday, July 19th, 1870.
Departure of 4th Det., G Brigade, 3 officers, 50 non-commissioned officers and privates of 60th, and 8 men Army Hospital Corps and Army Service Corps, and 2 Control officers, in 7 boats, with 14 voyageurs and 1 guide.

Wednesday, July 20th, 1870.

Camp Ward's Landing.

Thursday, July 21st, 1870.

Number of horses employed in the expedition, 146.
Number of horses originally sent, 150, of which 4 have died.

Number of farmers' horses now doing duty, 28.

Number of farmers' horses sent back to Collingwood, 11.

H Brigade—

4 officers, 48 non-commissioned officers and rank and file, 12 voyageurs and 1 guide in 6 boats, 60 days' rations for everyone embarked.

I Brigade—

6 officers, 48 non-commissioned officers and rank and file, 12 voyageurs and 1 guide in 6 boats, with 60 days' rations for everyone embarked.

The distances by road from Prince Arthur's Landing, according to the road survey, made by Captain Huyshe, R.B., Orderly Officer to Colonel Wolseley, are as follows:—

To the 13-mile Shanty	13½ miles.
Strawberry Creek	19½ "
Kaministiquia Bridge	21½ "
Matawin Bridge	26½ "
Young's Landing	28½ "
Brown's Corner	32 "
Calderon's Landing	33½ "
Oskondagee Creek	39, "
Ward's Landing	44½ "
Shebandowan Lake	48 "

Camp, Ward's Landing.

Another Brigade of boats might easily have been despatched this evening if we had had rowlocks enough. 1,000 were expected by the Algoma, but did not arrive; Mr. Dawson says they will certainly come by "Chicora," which is expected at Prince Arthur's Landing on Sunday morning. In the meantime Colonel Wolseley has had all the carpenters he could collect set to work at making wooden thowl pins, which are much better than iron ones, as they can be replaced in the woods when broken, whereas the iron ones are very liable to be lost or broken, and cannot be replaced after boats leave this. 100 per cent. spare ones are supplied to each Brigade of boats; and Colonel Wolseley has arranged for sending on a reserve supply to Fort Francis by Lieutenant-Colonel McNeill, who will start on the 31st instant. He has orders also to supply all Brigades he passes on the way, should they require any. Captain Huyshe and Lieutenant Denison, Orderly Officers to the Colonel Commanding, started at 5 P.M. in his gig. They will overtake Colonel Feilden before he reaches Fort Francis. Colonel Wolseley will do so also, and will proceed on in the gig when he does so, to that place.

Lovely morning, but with a strong wind from the east, which caused the barometer to fall considerably although there was no rain.

1 field officer, 2 staff sergeants,
2 staff officers, 8 sergeants,
2 captains, 8 corporals,
4 subalterns, 2 buglers,
82 privates—Total, 102.

K Brigade, 1st Militia—

4 officers, 49 non-commissioned officers and men, 12 voyageurs, in 6 boats.

L Brigade, 1st Militia—

3 officers, 48 non-commissioned officers and privates, 12 voyageurs, and 1 guide, in 6 boats.

Lieutenant-Colonel Jarvis, with two Companies of 1st Militia, as per margin, marched in here, 2 other Companies of that same regiment struck tents at daylight and marched to Shebandowan Lake, one to embark to-day, the other to-morrow.

Both K and L Brigades got off early this afternoon, having over 60 days' provisions for everyone embarked, besides reserve stores for Fort Francis. A field hospital (in bell tents) for 36 patients, and a bakery, are to be established there. All the medical comforts and stores for both have gone forward, being distributed throughout the several Brigades.

An exact embarkation return of everything that has been sent forward up to this evening is forwarded by this mail, for the Quartermaster-General's information, through the Lieutenant-General Commanding in British North America.

Colonel Wolseley will start to-morrow in a light canoe, so as to overtake the leading detachment before it reaches Fort Francis. He will see two more Brigades off, M and N, before he leaves. That is $\frac{1}{3}$ of the whole force will have left before he starts; Lieutenant-Colonel McNeill, V.C., will see off the remaining $\frac{2}{3}$ next week.

Each Brigade has taken a certain amount of extra supplies, so that it is expected that when all have embarked, provisions to last the force up to 30th September will have left with it.

Arrangements have been made for the despatch of a mail to Fort Francis every 15 days.

The foregoing copy of a journal of events is forwarded to the Deputy Quartermaster-General in Canada, for the information of the Lieutenant-General Commanding, and for transmission to the Quartermaster-General of the Army, Horse Guards, London.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

Sir,

Camp, Ward's Landing,
23rd July, 1870.

I HAVE the honour to forward for the Lieutenant-General's information the enclosed Embarkation Return of the troops that have left McNeill's Bay, Shebandowan Lake, up to last night, the 22nd instant. The detachments noted in the margin will leave this afternoon.

It blows so heavily from the west nearly every day, that there is sometimes much difficulty in loading the boats. I heard from Colonel Feilden on Monday, he was then successfully over the first portage.

M Brigade—
1 Comp. 1st Militia.
N Brigade—
1 Comp. 1st Militia.

I start myself to-day in a canoe, taking Assistant Controller Irvine with me, and hope to reach Portage Nu in time to accompany the first detachments into Fort Francis.

I forward to you with this letter a copy of my journal completed up to last night.

I have, &c.

(Signed)

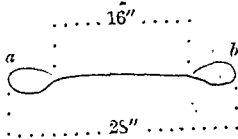
G. J. WOLSELEY, Colonel,

Commanding Red River Expeditionary Force.

The Deputy Quartermaster-General,
Canada.

COLONEL WOLSELEY, accompanied by Assistant-Controller Irvine, started in a bark *Saturday, July 23rd, 1870.* canoe from McNeill Bay, Shebandowan Lake, about 4:30 P.M. M and N Brigades, having two companies of 1st Militia on board, started to-day. Weather lovely. Colonel Wolseley encamped about nine miles down the lake, on the north shore, at a point where several of the brigades had encamped before. The place was covered with raspberries. All the north shore of Shebandowan Lake is devoid of trees, fires having evidently swept over it several times, at various intervals, for many years past. The blackened trunks of trees here and there, and sometimes in great quantities, standing up without branches, present the dreariest of aspects. There is but little soil anywhere, the bare rocks cropping up into view at all points; the woods on the south shore have been very little injured by fire, but their growth is small, bespeaking poverty of soil. All these Canadian lakes are like one another, so much so, that when there are many bays and islands, it is most difficult to find one's way about them; all points resemble one another so closely. This is unfortunate, as most of the brigades of boats are without guides, and the maps give one no idea whatever either of the shape of the lakes, or the islands in them. The only safe way of getting along is by compass; the maps are sufficiently good to enable one to do so with tolerable accuracy.

Colonel Wolseley started at 4:30, and at 7:45 A.M. reached the Kashabonne Portage, *Sunday, July 24th, 1870.* about 20 miles distant from McNeill's Bay. There was a great jam, of men, &c., on the Portage, which is about 1,200 yards long. Two brigades can work at one time by dividing the distance into two parts. Thus a brigade arrives, and transports its material, provisions, and boats, to a point half way across: it then begins to move them on the other half of the distance, to the far end. The brigade immediately in rear working on the other half of the portage in moving its boats and stuff to the half way place. Two brigades were thus employed when Colonel Wolseley arrived, and two others were waiting their turn to begin. The jam was so great that Colonel Wolseley at once sent back ordering only one brigade of boats to be despatched per diem for a few days to come. The great stoppage originally arose in front, where Colonel Fielden's three brigades were greatly delayed by the Royal Artillery, who, in addition to their provisions, had two guns and a good quantity of ammunition and military equipment, which occupied much time in portaging. The portages were far from being finished, as we had been led to believe they should have been upon the arrival of the troops, so that Colonel Fielden's party were delayed by having to work upon them, cutting out wide roads and laying down skids as rollers for the boats to be dragged over upon. Carrying provisions over a portage is very severe labour. The common method with Indians and experienced voyageurs of doing so, is by means of a long ox-hide strap composed of three pieces; the centre one is 26 inches long, and $3\frac{1}{4}$ inches wide, tapering off at each end to one inch in breadth, where it is joined by the two other portions, which are each 7 feet 4 inches long, and one inch wide at broadest, and $\frac{3}{4}$ inch wide at narrowest end. The narrow straps are sewn to the centre broad one, the whole forming thus a strap of 9 ft. 6 in. long. It is used thus: the long ends are fastened round the barrel or box to be carried in such a manner as to leave a loop where the centre broad part of the strap is, of just sufficient size to allow the head to pass through it, and the broad band placed against the forehead. In this way almost the whole strain is brought upon the backbone or vertebrae of the neck. Our half barrels of pork are the heaviest packages we have to carry; they weigh nearly 200 lbs. An experienced voyageur thinks nothing of it, but it takes a long time before the soldiers can carry one in this manner. After a few days our men soon begin to carry light loads, such as barrels of flour, or biscuit, in that manner. The common way, however, in which our men carry the heavy articles, such as pork and arm chests, is on a hand barrow, made with two small poles (which are easily cut anywhere in the woods) united by two pieces of rope, having loops at each end. The extreme length from *a* to *b* being 28 inches when the loops were pressed flat. The loops when pressed flat were 6 inches long. This was found to answer admirably, and to be better than any other of the methods recommended by others who had previously made journeys of this nature. To ease the weight of the barrels on the hands, the men usually fasten their portage straps to the poles, letting the broad part of the straps rest across their shoulders, much in the same way as the wooden yoke rests on the shoulders of a milkman in England, when carrying pails of milk, or as sedan chairs used to be carried in former times. This was found to be the easiest way of carrying the heavy pork barrels. Colonel Wolseley had these rope slings constructed before leaving Prince Arthur's Landing, for issue to each boat.



The boats are hauled over the portages on their keels, which are kept off the rocky ground by means of pieces of trees from 8 to 10 ft. long. The best trees for the purpose are the poplar, which happily abound in this arid soil, as their bark is so slippery that it is like hauling boats over greased rollers. Whatever trees are used, they should be green, and have smooth bark. At steep places it is necessary to keep these skids in their places by pegs driven into the ground alongside of them. Previous to the troops starting from Shebandowan Lake, Colonel Wolseley had requested Mr. Dawson to put some carts upon these first portages, and had handed over to his representative at Shebandowan Lake—Mr. Graham—10 of the military transport carts for that purpose. Four had arrived at the first portage when Colonel Wolseley arrived there, and were found to be of the greatest service, as the men can drag any weight with comparative ease, but carrying even light weights is much more fatiguing.

In opening out a portage, it is essential that the road made for the boats should be entirely distinct from that to be used by the men in carrying, for as there must be skids laid down for the boats, the labour of carrying is immensely increased by the exertion of having when heavily laden, to step over these skids. This is a most important point, and one not likely to strike those who have never had to portage a load themselves.

The manner in which the men are working is most satisfactory. The officers vie with their men as to who shall carry the heaviest load; the consequence is that all work with a will. The heat was very great upon this portage, which rendered the labour all the more fatiguing.

A canoe from Red River reached the portage at the same time that Colonel Wolseley did; in it were four men, two were Indians, one a half-breed, and the other a Canadian. They had letters for Colonel Wolseley, from Mr. Simpson and from Mr. Donald Smith, at Fort Francis, dated 11th July. All said to be quiet in Red River. These men were doubtless spies of Mr. Riel's, come to see what we were about and how we were getting on. They could not give any good account of themselves. However, there is no objection to their seeing everything they can. Colonel Wolseley has adopted measures for keeping them well in the rear of the Expedition until he reaches Fort Garry with the Regular troops.

Colonel Wolseley and party left the Kashabonne portage at 11:30, and reached the end of the lake of that name (which is 8 miles long) at 2 P.M.

Between Kashabonne Lake and Lac-des-Mille-Lacs lies the high land forming the watershed between the Hudson's Bay and the Gulf of St. Lawrence. Lac-des-Mille-Lacs discharging its waters into the former, and the Kashabonne Lake into the latter. The intervening space between these two lakes is about $2\frac{1}{2}$ miles in width. There are, however, two small ponds in it. Mr. Dawson's schemes, as detailed in his printed books, was to make a short portage into the eastern pond, launch our boats there, row across the pond with all our staff for $\frac{3}{4}$ mile, and thus make a portage of 1,100 yards into Lac-des-Mille-Lacs. Fortunately as the water was high we were able to make one portage of all the distance, by going up a small shallow creek into the western pond and landing at the far end of it, by which measure we had only one portage of about 1,900 yards long. This shallow creek was, however, so choked up with reeds that all the men had to get out of the boats into the water and pull the boats through. The portage was a very heavy one. Four companies were on it, two only could work at a time. We found that all the Iroquois with these companies refused to work because it was Sunday. Colonel Wolseley promised that they should be paid for Sundays when they worked, and Mr. Dawson coming up at the time was able to arrange matters with them, but not until most of the day had slipped by. They all said the same thing, that Mr. Dawson had employed them last year, and having promised them extra wages if they would work on Sundays, had not kept his word, and that they never received a farthing for doing so. They all stated that they were not hired to work on Sundays. Unfortunately we have had to depend throughout upon officials of the Canadian Government for many things in connection with this Expedition, and the only difficulties or hitches in the arrangements have been regarding these points and matters not exclusively military, or entirely under our control. The provision of guides and voyageurs come under this head; all the latter have been engaged by Mr. Dawson; so that we are even ignorant of the terms upon which they have been hired, and consequently Colonel Wolseley is not in a position to contradict any statement they make to him regarding their agreement.

Colonel Wolseley and party encamped for the night on the south shore of Lac-des-Mille-Lacs a few miles away from the portage. The weather was very fine, but too warm at midday to be pleasant for the excessive labour which portaging entails.

Colonel Wolseley's canoe under weigh at 5:30 A.M., and reached Baril Portage at 1:15 P.M. Lac-des-Mille-Lacs should rather be called Lac-des-Mille-Iles, for the islands seem to be without number. They are unfortunately very much alike in appearance, so that it is difficult to find ones way about through them. The only safe way of doing so is to steer a course by the compass, for even the guides frequently lose themselves for a time. The scenery on this Lake is very pretty, everything is so green, as the fires which have devastated the shores of the Lakes behind have not touched those of this many-isled expanse of water. The shores, however, are quite unfit for settlement, as there is only a little surface soil and moss spreading over the underlying rocks which crop up and show themselves at every 100 yards. The timber is consequently very poor, nothing worth cutting for lumber purposes anywhere to be seen along our track. From the portage at the Height of Land to the Baril Portage the distance is estimated to be about 20 miles. Baril Portage

*Monday,
July 25th, 1870.*

is 350 yards long, and has a high hill in the centre which increases the labour of carrying very much. The road cut for the boats, however, skirts the hill at an easy gradient. F Brigade (Captain Northey's Company, 60th Regiment) were on the portage when Colonel Wolseley arrived. Started again at 3:45 p.m. and halted for the night at the western extremity of Baril Lake (about 9 miles long), as the sun had set before the exact spot where the portage was could be found. A violent thunderstorm with heavy rain during the night. The day had been very fine. Thunderstorms come on in these regions most suddenly, and they are very heavy and violent whilst they last, but they quickly pass over.

Started at 6 A.M. to try and find the portage, we had only gone a short distance when F Brigade led by Mr. Dawson, who had a guide with him, came in sight. His guide at first wished to take the boats down a bay that Colonel Wolseley had explored the previous evening. Upon being assured that the portage was not there, it was determined to try a bay on the other side of the point, where the portage was found to be, at which all arrived at 7:30 A.M. Tuesday,
July 26th, 1870.

Brulé Portage is 500 yards long, but the boats were put into a little creek that runs between Baril and Windegoostiqui Lakes at half that distance, although the provisions, &c., had to be carried the whole distance over the portage.

Embarked again at 9:45 A.M. and proceeded along a winding rushy stream into Windegoostiqui Lake, which is rather several small lakes connected by creeks. At 2:15 P.M. reached French Portage, which is 2 miles long, very hilly, and swampy.

A small winding stream connects Windegoostiqui with French Lake. At first as you leave the former lake the stream is shallow, rocky, and very rapid at places. About $\frac{3}{4}$ mile down it there are falls, around which we cut out a new portage, so as to avoid the long and very bad old one. The new portage is 440 yards long and very steep and rocky, indeed a bad one, but it is a good one compared with the old one, which would certainly have taken a brigade of boats three days to have got over. Below the portage the stream is deep, very narrow at places, and with such sharp turns that it was difficult to get the long boats round them. From the portage to French Lake the distance must be over 12 miles by this stream, although it is only two miles in a straight line. French Lake is very picturesque, being circular, and about $1\frac{1}{2}$ miles in diameter. It has a pretty island near its western side.

D and E Brigades (Captains Buller and Dundas, 60th Rifles) were on the portage all day getting their boats and stuff over. The day was lovely. The temperature on the western side of the watershed is much milder than to the eastward of it, and the farther west the Expedition goes, the more it descends, the level of French Lake being 150' lower than that of Lac-des-Mille-Lacs. On French Lake to-day a humming bird was seen for the first time. Great quantities of Labrador tea (*Tedoma Polustre*) grow about this part of the route. There are great quantities of leeches in all the shallow, rushy portions of the lake passed through.

Encamped at foot of old portage on eastern side of French Lake, where the ground is well adapted for the purpose. In former times when this portage was used as a great highway by the North-West Company, they kept carts on it, and there is still the remains of some old corduroy work to be seen in its worst swamps.

Everything ready for starting at 4 A.M., but at the last moment it was discovered that some things had been forgotten on the other side of the portage, which had to be sent back for. The consequence was that it was nearly 8 A.M. before the canoe got off. Wednesday,
July 27th, 1870.

A winding river of about two miles long, thick with reeds and water lilies in flower, leads into Koagassikak (Pickerel) Lake. A strong westerly wind prevented all further progress, as the water was so rough that the waves washed over the gunwale of the canoe. Colonel Wolseley's party had consequently to halt at 10 A.M. in a sheltered spot on the southern shore, and remain there until 3 P.M., when a fresh start was made, the wind having somewhat abated, and "Pine Portage" was reached at 7 P.M. It is a difficult spot to find. Some very fine pines stood upon the portage. Indeed some good timber was seen for the first time to-day in any considerable quantity. There are some fine pine trees on Koagassikak Lake?

It rained in the evening, but the day was fine.

Colonel Wolseley went back a considerable distance into Koagassikak Lake to blaze the trees at every point to show the way to the brigades in rear. Thursday,
July 28th, 1870.

The lake is about 15 miles, and very pretty, although the character of its scenery is like that already passed over. Colonel Wolseley met D and E Brigades under sail. There was a mirage on the lake, making all objects appear more distant than they really were. These two brigades (12 boats) coming down under sail through the islands, which cover more than half the western end of the lake, presented a truly lovely picture that was charming to any one fond of scenic effect. "Pine Portage" is only 550 yards long, and is a good and easy one. Colonel Wolseley's canoe left it at 11:15 A.M. Paddling across a small lake of little more than a mile in extent, "Deux-Rivières Portage" is reached, working on which were A, B, and C Brigades under Colonel Feilden, 60th Rifles, consisting of two companies of the 60th and detachments of Royal Artillery and Royal Engineers.

This portage is 750 yards long, very steep and bad, requiring a great deal of work to fit it for the transportation of boats. A party of Iroquois Indians (10 men) had been sent on ahead, and had opened the road and laid down some of the skids before Colonel Feilden arrived. Started again at 2:45 P.M. and went on until 3:15, when we halted and encamped.

Colonel Wolseley went back and blazed the way, which is very tortuous and not easy to find. There is a very shallow, rocky place in getting out of the little lake on the west side of Deux-Rivières Portage, of which the route is through a marshy creek, overgrown with reeds and lilies. The latter are of two sorts, one the common yellow one, the other the beautiful white one having a large flower. The day was very fine, but warm. Colonel Wolseley's gig, with its crew of soldiers and his orderly officers, Captain Huyshe and Lieutenant Denison, joined his camp this evening.

Friday,
July 29th, 1870.

A dense fog in the early morning, which did not clear off until 6 A.M., which delayed the party from starting. The route is very winding, and owing to the numerous long bays extending in every direction, it is very easy for any one not well acquainted with these lakes to go astray. Colonel Wolseley's party, in their canoe and gig, kept well ahead of Colonel Feilden's detachment all day, blazing trees at every point and turn of the route in such a manner that the marks can be seen at a considerable distance. Having this well done along the route saves a great amount of time to all those coming up afterwards, for when there is a doubt as to the true course, much valuable time is always lost, and no one likes to push on quickly when doing so may perhaps be leading them a long distance astray.

Sturgeon Lake is very pretty; it is about 16 miles long, and from $\frac{1}{4}$ to $1\frac{1}{2}$ miles broad. When about half-way down it at 11 A.M., a large north-west canoe came in sight, manned by Iroquois; in it were Mr. Pether and Mr. Simpson, M.P. The former has been living at Fort Francis since March last, having been sent there by the Ottawa Government to arrange with the Indians for the right of way for our troops through their country. He spent all the spring going about amongst the people informing them of our intention to move troops through this district in the summer, but confining himself strictly to this point, informing them that he had no instructions to treat with them for their land. Mr. Simpson was sent up subsequently to make a treaty with them, Mr. Pether having prepared the way.

Mr. Simpson reached Fort Francis about the 8th June, and found a large assembly of Indians there awaiting the arrival of the troops. He had numerous interviews with Chiefs and head men, who at one time debated the propriety of resisting by force of arms the passage of troops through their country. They gave that up after some time, it having been impressed upon them that to attempt to do so would be simply folly. The demand they made finally was, that every Indian belonging to this part of the world, man, woman, and child, should receive 10 dollars a-year from Government, besides a large present of pork, flour, tea, and tobacco to be given to them here collectively for a feast. Mr. Simpson told them that their demand was extravagant, if not preposterous, and that he would recommend them reducing it to 3 dollars a head, a proposition they would not listen to. They would not accept any of the presents of clothing Mr. Simpson had brought for their chief, and I believe that unless liberal terms are made with them next year, it will be impossible for individual settlers to pass through the route we have followed, or for Mr. Dawson's parties to work at any of the portages. These Indians say they are prepared to await the decision of Government until next year, but they will then expect to have a regular treaty made with them, such treaty to promise a perpetual stipend.

Our Government has always been injudicious in promising them perpetual annuities. The Yankees are much wiser, as they always make their treaties for a certain number of years, generally about thirty years. A large proportion of these Ojibeways live on American territory, in the neighbourhood of Vermillion Lake, who are now enjoying the benefits of a terminable treaty made with the Government at Washington. However, as affairs stand now, an understanding with these Indians has been come to, securing to our troops an unmolested passage through their country. This is a great matter, for although I do not believe it possible for them to combine as one nation in any great enterprise, yet this country is such a network of lakes, that even a hundred of these men knowing every island and every portage could inflict great loss upon regular troops whilst forcing their way through to Red River by this route. The natives all use small canoes, capable of holding three people, which one man or woman portages easily for long distances. To pursue them would, therefore, be out of the question. We halted for dinner on an island in Sturgeon Lake, being now joined by Messrs. Simpson and Pether. They brought letters from Mr. Donald Smith, the head of the Hudson's Bay Company in Canada, who had started from Shebandowan Lake on the 6th July, en route for Norway House with two large canoes, reaching Fort Francis on the night of the 10th, Rat Portage on the 14th, and Fort Alexander on the 16th of that month. He reports that we shall be able to get three or four head of cattle at the first-named place, one or two at the second, and about ten at the last-named place, which will be a great boon to the men after living so long upon salt pork. He says that some of Riel's scouts have been seen on one of the portages not far from Rat Portage, but that on being seen by the Hudson's Bay Company's men they made off quickly. The last news from Red River announces everything quiet, Riel still in possession of Fort Garry; the only serious information is to the effect that all the French half-breeds who had been employed by the Hudson's Bay Company to take up supplies from the settlement to the outlying posts of the Saskatchewan and Mackenzie Rivers had gone part of the way, and then refused to go any farther, returning to their homes near Fort Garry. It is possible that Riel may be at the bottom of all this, in order to keep up the number of his adherents.

Started again at 1 P.M., and soon reached the heavy rapids of Sturgeon River, about which we had heard such a gloomy account at Ottawa from those who professed to know them well. They are four in number and all close together. At the first we disembarked the men, when the boats were taken down by the Iroquois, one only being injured, which

was the only one taken down by the ordinary Canadian voyageurs. At the second rapid, cargoes as well as men had to be taken out and portaged over a distance of 100 yards, the boats being then run safely down by the Iroquois. The third and fourth rapids were run with men and cargoes in the boats, the Iroquois steering the boats. A party of Iroquois under the celebrated guide Iquace, was left there to do the same for all the succeeding detachments. Colonel Wolseley having nailed up a notice at the first rapid, that all Officers Commanding Brigades were to halt until Iquace arrived, should he be absent with other Brigades, and were to act precisely as he would tell them. It is possible that the water may fall a good deal; if so, it may become necessary to portage the boats as well as their cargoes. The day was bright and lovely; climate becoming more genial every day as we descend towards the Winnipeg basin. Encamped below rapids.

Party started at 5.5 A.M., and though there was a slight fog, soon run across Tanner's Lake, at the outlet of which there is a very bad rapid (Tanner's), where boats have to be unloaded and stuff portaged a distance of 175 yards, the empty boats in the existing state of the water are run, which is fortunate, as the approach to the portage is extremely shallow. Starting again at 7.30 A.M., and reached Island Portage at 8 A.M. It is only 90 yards long. All hands set to work to make a road for the boats and lay down the skids. Started again at noon. Encamped at 6.30 P.M. Lovely day.

*Saturday,
July 30th, 1870.*

Started at 5 A.M. We now leave the usual route which passes in a northerly direction from about the centre of Lac-de-Croix (or Nequaquon) for a distance of about 6 or 7 miles, and then bends at a right angle westerly, falling into the eastern extremity of Namekau Lake (spelt incorrectly in Mr. Dawson's maps, Nameakaw), along this old route there are two portages and two very dangerous rapids, where Mr. Smith's canoe was twice broken during his recent voyage, although manned by the best Iroquois.

*Sunday,
July 31st, 1870.*

The route we followed runs from the south-west extremity of Lac-de-Croix in a southern by easterly direction into Loon Lake for about 6 miles, then bends westerly at a right angle, and then by a northern by westerly course into Namekau Lake, having three short portages on it, and avoiding all rapids.

Reached the first portage at 8 A.M., it is 223 yards long. Breakfasted and set to work to cut open a wide road for the boats and prepare skids, &c., &c. It is surprising with what skill and rapidity the Indians and Canadian backwoodsmen cut down trees; those under 18 inches diameter seem to be swept down before their axes as if by magic. In addition to their skill in wielding the axe itself, they follow a regular system in cutting one down, instead of hacking at it all round as our inexperienced men do, they make a clean wedge-shaped cut into it, the end of the wedge being as near a right angle as possible. When they have thus cut about half-way through the thickness of the tree, a small nick cut on exactly the opposite side of the tree causes it to fall precisely in a line at right angles with the bottom of the first cut (i.e. the edge of the wedge), it is in this way they are able to cause any tree that is vertical, to fall in any required direction.

Before all the skids were laid, Colonel Fielden's detachment arrived, our party started and soon reached the 2nd portage, which is 340 yards in length. Set to work to open a road. There were several Indians on the portage when we arrived. They are all most importunate beggars; the women are much dirtier than the men, and except in extreme youth are most repulsive in appearance. They are covered with vermin, for which they are perpetually scratching and hunting. One of the old women met to-day seemed to be a very great age. We were told that some years ago, during a hard winter, she was one of a party that being in a starving condition had eaten human flesh.

Started again at 5.30 P.M. for the third rapid, which was only a mile distant. It is 71 yards long and very easy. Encamped there for the night. Here and at many other places where we have halted, there is a good deal of the plant called poisoned ivy. The leaf is shaped like a hazel leaf, but is not quite so deep in colour, and is smoother on the surface and along the edge. The leaves grow in triplets from the same part of the stem. It is perennial. In height it is from 6 to 12 inches.

Both Mr. Pether and Mr. Simpson stated that they had suffered from its effects, which are most serious. If the leaf is plucked, or rubbed against the face or hands, or if a man with bare feet runs over it, it causes the part to swell dreadfully, a severe rash coming out, every little spot of which forms a sort of blister, the discharge from which communicates the poison to other parts of the body. Those who get it in the face have their heads so swollen that they cannot see. The pain from irritation is excessive. Both those gentlemen said that when they suffered from it they could only obtain relief by sitting in water. The attack lasts about nine days, although it sometimes leaves symptoms about the body for many months afterwards. They also state that some people can handle it with impunity; this is the only way in which their account of it can be reconciled with the fact that Indians camp frequently with it all round them, when their children must necessarily touch it constantly.

En route at 5 A.M. At 5.15 P.M. reached Bare Portage, which consists really of two short portages divided by a small pond. Encamped for the night at northern extremity of the portage, where the mosquitoes were very thick and most annoying. Met numerous parties of Indians during the day, all "very hungry." It rained a little during the night, but the day had been very fine.

*Monday,
August 1st, 1870.*

All hands at work at 4 A.M. in making a good road over the portage. Colonel Fielden's detachment arrived at 8.15 A.M. We started at 9.30. It soon began to blow hard from the N.W., so much so that we were forced to halt and take shelter on an island where the blueberries were in greater luxuriance than any of the party had ever seen before; they

*Tuesday,
August 2nd, 1870.*

were as large as small grapes. The islands and rocky promontories have abounded with them since we crossed the watershed. At this season they constitute the staple article of food with the Indians. It blew hard all day; got on a little distance towards night. It rained in showers, but the day was mostly fine.

Wednesday,
August 3rd, 1870.

As we started at 6 A.M. we saw the 17 boats of Colonel Feilden's detachment coming up the lake. Had to halt from about 8 A.M. until 3 P.M., owing to strong westerly winds, against which the boats could do nothing. Encamped for the night on an island near westerly extremity of Rainy Lake.

Thursday,
August 4th, 1870.

Under weigh at 4:15 A.M., and reached Fort Francis at 6 A.M. Upon turning into the river from the lake there are two swift, but easily run and safe rapids. Lieutenant Butler, 69th Regiment, met us at these rapids; he had reached Fort Francis in the morning at 3 A.M., and had gone on to the mouth of the river to await Colonel Wolseley's arrival. The Lieutenant-General Commanding had sent this officer round *via* St. Paul and Pembina for the purpose of obtaining information regarding the rebels' doings, with orders that he should proceed on to meet the Expeditionary Force as best he could, so that Colonel Wolseley should be in receipt of reliable information coming from an uninterested party before he entered the province of Manitoba. Lieutenant Butler had left Fort Garry on Sunday, the 24th July, every one in the settlement seems panic-stricken. The French afraid of the English-speaking people, and *vice versa*, both being in the direst dread of the Indians. All the Indians and the loyal people are most anxious for our arrival. He had been called upon by Mr. Riel who is evidently very nervous about an amnesty, for which Bishop Taché is supposed to have gone to Ottawa. We shall have no difficulty about supplies in the settlement, as there is plenty of beef and plenty of flour.

Fort Francis is a collection of wooden one-storied houses, standing on the right bank of Rainy River, immediately below the falls, which are 22 feet high. It is a lovely spot combining everything that is required for picturesque effect, except high mountains. The grass is most luxuriant, nothing to be seen superior to it in any part of Canada. There has at one time been a considerable clearance in the neighbourhood of the fort, but a second growth of scrubby trees has been allowed to encroach upon it. There is a good field of wheat, barley, and potatoes. The wheat is ripe and fit for cutting, which is to be begun to-morrow, it was sown between the 20th and 22nd April; the potatoes were sown between the 6th and 8th May, and are now being used. There were about 10 or 12 Indian lodges on the portage, but the ground around showed marks of where a large encampment had lately been. A great number had assembled hoping to see us arrive bringing them presents of all sorts of things to eat. They remained waiting on and on until hope deferred had made their stomachs sick from want of food. It was in this one respect very fortunate that we did not reach this place a month earlier, for we might have had some serious trouble with such a hungry crowd of people for whom we could not spare any provisions.

There are several Indian graves on the portage, in some the bodies enclosed in wooden boxes are raised in a horizontal position about seven or eight feet from the ground, resting on a framework. These are the bodies of Chiefs and their families. The principal Chief is now encamped here. He is a very old man, excessively dirty, with his head a little to one side, whence his name of Crooked Neck. At the great council held here upon Mr. Simpson's arrival, this mighty Chief was one of the greatest orators. Upon that occasion all he wore upon his person was a breech cloth and a brass ring round his neck, his face and body was, however, painted bright yellow.

Colonel Feilden's detachment arrived at 10 A.M., and got over the portage, which is 170 yards long, and was off again at 3:30 P.M. The day was very fine.

Mr. Monkman arrived at the same time as the boats. When leaving Thunder Bay for Red River about the 17th June last, he had promised that he would come back so as to meet Colonel Wolseley about the end of July at Fort Francis, bringing with him the latest intelligence and information regarding supplies and the feasibility of having the road made from the north-west corner of the Lake of the Woods to Fort Garry. He had left the lower settlement on the 20th July, bringing letters to Colonel Wolseley from the Bishop of Rupert's Land and from a Mr. Boyd, who had been recommended as a good man to apply to regarding supplies. Colonel Wolseley also received letters from Henry Prince, the Chief of the Swampy Indians, full of loyalty, and breathing dislike to Riel and his party. The refrain of all these letters is, "Come on as quickly as you can, for the aspect of affairs is serious and threatening." Monkman had come up the Winnipeg to Fort Francis; but when going into the settlement, had landed at the north-west corner of the Lake of the Woods, and followed his old blazed line along a good sandy ridge to White Mouth River, where he got on Mr. Snow's road, which has been made from Fort Garry to that point. He says that but little labour would be required to make the track passable for carts, as there are only two or three bad marshy places, but that there are a vast number of fallen trees which would have to be removed.

Friday,
August 5th, 1870.

A fine day. D and E Brigades arrived at 4 P.M., and left again in the evening. All the brigades leave their incompetent voyageurs here, who will be sent back by the first opportunity. Guides are also obtained here, from the Hudson's Bay establishment, and selected from men that accompanied Lieutenant Butler in his journey from Red River. It is expected that we shall be able to obtain more guides at Rat Portage, particularly as there are several boats coming up the Winnipeg from Fort Alexander with stores, the men of which will be available as guides and boatmen in descending.

Saturday
August 6th, 1870.

Strong westerly winds all day, against which no boats could make any way. No boats arrived. A few showers.

Strong westerly winds. No boats arrived. Fine day.

Fine day. F Brigade arrived at 7:15 A.M., G arrived at 8 A.M., H at 12:15 P.M., I Brigade at 2:45 P.M. The last brigade consisted of a company of the 1st Militia, and is to form the garrison for Fort Francis. It encamped on the high grassy bank near the fort. The other Brigades, having been furnished with guides, started off, each Brigade independently, as soon as it was over the portage. They discharged all the surplus stores they had brought here for the establishment to be kept here. They left one boat here, the stern post having come bodily out of it. Up to the present every one says the best boats are those that were built at Quebec; they are carvel built, and are certainly twice as strong as the clinker built ones; they are also much more easily repaired when injured.

To-day K Brigade, Captain McDonald, 1st Ontario Rifles, arrived at 11:15 A.M., and left at 5 P.M., leaving some of their voyageurs behind, who were reported to be incompetent. This detachment had tampered with their barrels of pork, opening them and pouring out the brine, to lessen the weight. No less than 24 out of 31 barrels were found on examination to have been tapped in this way, so fatal to the meat, which, deprived of the brine, soon spoils. It was supposed that this company of Militia had been put up to this dodge by an old Serjeant of the Royal Canadian Rifles serving with them. Colonel Wolseley was very angry when he heard of this.

The boat carpenter arrived this afternoon to work at repairing boats, as the brigades pass through. Rained hard at intervals during the day: heavy showers, with bright, warm sunshine between them. Preparations made for the head-quarters to leave to-morrow morning for Fort Alexander; Colonel Wolseley, and Assistant-Controller Irvine, in a birch-bark canoe manned by eight Indians; and Captain Huyshe and Lieutenant Denison, Orderly Officers, in the gig with four soldiers and two Indians: they embarked 14 days' rations for all hands.

Forwarded for the information of the Lieutenant-General Commanding in British North America, and for transmission to the Quartermaster-General of the Army, Horse Guards.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

Fort Francis, 9th August, 1870.

Sunday,
August 7th, 1870.
Monday,
August 8th, 1870.

Tuesday,
August 9th, 1870.

COLONEL WOLSELEY and Staff left Fort Francis at 5 A.M., en route for Fort Alexander. Wednesday,
August 10th, 1870.

Descended Rainy River easily and quickly, making about $5\frac{1}{2}$ miles per hour, on an average, the current helping. The banks of this most beautiful river present a pleasing contrast to the country we have hitherto passed through. The soil is rich; elm, oak, maple, and other hard wood abound, and there is a rich profusion of undergrowth—rose bushes, convolvulus, and vetches, in great luxuriance. A little below Fort Francis is the old deserted post of the North West Company. On both sides of the river, here and there, open park-like expanses of many acres in extent are met with; the grass very green and luxuriant, and free from undergrowth; the timber, however, is small, and apparently not over 20 or 30 years old. These open spots are much more frequent on the north bank than on the south bank.

At 8 A.M. stopped for breakfast one hour; at noon passed the first rapids, 32 miles from Fort Francis; these rapids are not difficult to run, they are short, but rough, with a good tumbling sea that splashes over, and forms numerous eddies and whirlpools.

The second rapids are $6\frac{1}{2}$ miles below the first, they are a little longer, but not so rough. At 12:30 came up to K Brigade, which had left Fort Francis at 5 P.M. yesterday, and were halted for dinner—Colonel Wolseley and party halted for the same purpose near them—till 2 P.M. On again till 6 P.M.; halted for 2 hours for tea and to make everything ready for drifting down the river during the night.—It being a fine evening, and the moon nearly full, Colonel Wolseley resolved to try the plan (said to be adopted by the Hudson Bay Company) of lashing the canoe and gig together, and letting all hands turn in except one man in each boat, who keeps watch and steers. Just at sunset a most extraordinary flight of insects appeared on the river; they were nearly white, grey wings, bodies a pale yellow, about $\frac{1}{4}$ an inch long, with two long feelers running out from the tail an inch or more in length. They were moving up the river at a great rate, in a solid column 10-feet high, and perhaps 30 broad, just like a column of march. The river, as far as the eye could see, both ways, was covered with them, till at a distance they gave the appearance of a thick mist, nearer they looked like driving snow or sleet.

When the gig pushed out into the river amongst them, they parted in the midst like a column of fours, to let it go through. It was noticeable that as soon as they touched the water they remained in it, unable to rise again.

At 8 P.M. commenced drifting down the river, but soon the sky became overcast, and at 11 P.M. a sharp shower fell; soon after, the wind arose, and being dead ahead, it was impossible to drift against it, so were obliged to put into shore for the night.

Rain continued all night, off and on, with a strong westerly gale. Under weigh again at 5:20 A.M. Morning cloudy and lowering, but no rain. Stopped at 9:15 A.M. for breakfast, at a small trading post of the Hudson's Bay Company called "Hungry Hall," about 2 miles above the mouth of the river, which here becomes wider, its shores marshy, and

Thursday,
August 11th, 1870.

full of wild fowl, the banks lower. On the way, Colonel Wolseley met a small canoe with 3 men in it; they proved to be bearers of letters from "Rat Portage" and from Fort Alexander, announcing the despatch from Red River, and arrival at Rat Portage, of 6 boats sent by the loyal English-speaking inhabitants of the settlement, by public subscription, to help the expedition down the Winnipeg River. The letters were from Mr. Boyd and from the Rev. Mr. Gardiner, all in the same strain as previous ones brought by Joseph Monkman. At Oak Point, on the opposite side of the river to Hungry Hall, is an old deserted log-house, an abandoned American training post. The bearers of the letters were handed over to K Brigade, which came up at 10:30, as guides.

The party started again at 10:45 A.M. from Hungry Hall (so called from the fact of a former resident there being several times nearly starved to death!), and hoisted sails to a fair breeze, which soon took them out of the river into the Lake of the Woods. The gig slipped along fully 7 knots an hour, the water being comparatively smooth, as the route lay for 10 or 12 miles amongst low islands. To the left the surf was beating angrily on a low bar stretching across from island to island, and outside this bar "white horses" were rearing their heads, betokening a heavy sea, too much for the canoe or the heavily laden gig. After a while a "green sea" sweeping over the stern sheets of the gig and half filling her, admonished all that discretion was the better part of valour, so put into an island that lay luckily in the way, in which was a secure little harbour. This was at 12:30 noon. The Militia company, K Brigade, followed, and as the wind continued all day, tents were pitched on the island, which was named "Detention Island."

Friday,
August 12th, 1870.

The strong wind continued all night and the greater part of this day, which was fine and bright. Saw a flag hoisted on an island opposite, and by the aid of the glass made it out to be a "Union Jack"; saw two men on the island. Sent a canoe over to see what it was; but they could not find anybody. Struck tents in the afternoon, and the wind dying away, K Brigade went off at moon-rise, 8 P.M. A canoe arrived bringing mails, to the great delight of every one; Toronto papers to the 29th and English ones to the 15th July. About 9:30 P.M. two Red River boats came up to the island, and proved to be bearers of letters from Colonel Fielden, from Rat Portage, and from Bishop Macrae; the latter urging the necessity of at once despatching 100 men and a couple of guns to Red River. Mr. Sinclair, who was in charge of the two boats, said that Colonel Fielden had taken on with him 3 of his Red River boats and 23 men. Colonel Wolseley's crew of Indians refusing to leave the island this night in consequence of the still high sea on the lake, which they averred would break the canoe in two pieces; he embarked in the gig, leaving Lieutenant Denison to take his place in the canoe, and started at 9:45 P.M. Having no guide, the gig was steered by the stars, it being a bright moonlight night without clouds; course taken being a little to the westward of the pointers of the Great Bear. The party were soon out of the sight of land, though land was visible by day to the eastward. To the westward was a vast expanse of water without even an island to break the sky line; the sea was still rough, a heavy rolling swell tumbling in from the north-west, though the wind had almost gone down. After 3 hours hard pulling, the gig made an island on which Colonel Wolseley bivouacked for the night, at 1 A.M.

Saturday,
August 13th, 1870.

Under weigh again at 5:30 A.M., steering N.N.W.; to the eastward a group of islands through which an opening was looked for in vain to escape the rough sea, which was gradually but slowly subsiding. Westward an unbroken expanse of water, no land in sight. At 8:30 A.M. stopped on a island for breakfast. Here were met an Indian and two small boys in a canoe, but as none of the party could speak the language of "Hiawattea," no hints or directions as to the route could be gleaned from them. On again at 10 A.M. Sun very hot; but a light favourable breeze soon springing up, sails were set. The course lay during all the remainder of this day through an interminable labyrinth of islands, of all shapes and sizes; to find the right way through which would require the education of a life time. Colonel Wolseley took up his position in the bow of the gig, steering by compass with the aid of Mr. Dawson's map—a very inefficient and inaccurate chart—drawn on a scale of $7\frac{1}{2}$ miles to the inch. Stopped at 3:30 for dinner; started again at 5, and rowed till it was too dark to see any more. Then bivouacked on an island.

Sunday,
August 14th, 1870.

Started at 4 A.M. to try and reach Rat Portage early in the day, under the belief that the gig was within 10 miles of that place. Steered north till stopped by a "cul-de-sac," then east, then west, trying every opening to be found amongst the innumerable islands, in the vain hope of making the mouth of the Winnipeg River. At last, after hopelessly wandering about, at 3:30 P.M. saw an Indian encampment, from which a present of a few biscuits and a little tea produced a native, who willingly conducted the party to the Winnipeg River and Rat Portage, at which they arrived at 8 P.M., having only stopped once all day (at 8 A.M.) for breakfast. To attempt to cross the Lake of the Woods without a guide is a feat which Colonel Wolseley will not attempt a second time.

The canoe and the two Red River boats under Mr. Sinclair, starting from Detention Island at daylight on the 13th, arrived at Rat Portage at 7 A.M. and 3:30 A.M. respectively on the 14th, having with them good guides. The Lake of the Woods is about 75 miles long, with an average width of about 70 miles. Its chief peculiarities are, the temperature of the water, which is nearly luke warm, between 70° and 78° F., and an extraordinary profuse confervoid growth. These conferræ are a minute vegetable, organiam, needle-shaped, about $\frac{1}{2}$ an inch in length; they abound all over the lake, in some places so thick that the water looks like green pea-soup. Some of the deep bays receding from the lake are free from them, such a Clear Water Bay, &c., but they extend even a few miles down the Winnipeg River, below Rat Portage.

When nearing Rat Portage, Colonel Wolseley met Lieutenant Butler, 69th Regiment, who was in a canoe on his way to the lake to light a fire on an island called the Devil's Rock, about fourteen miles out in the lake, and a conspicuous object, near which the several routes across the lake diverge. The latest news he could give us was that Colonel Fielden's detachment had arrived at Portage de L'Île at 8 A.M. on Friday the 12th instant. The day was magnificent, light favourable breeze from the south. Encamped at the far side of one of the portages, of which there are three here. No. 1 near the Hudson Bay Company's post, not much used. No. 2 about 500 yards further to the south; 300 yards long, and very rough, chiefly used for birch bark canoes. The third and regular portage is 3 miles from the post, to the south, it is 130 yards long, and is usually used for the big Hudson Bay Company's boats. No. 3 was the one passed over by Colonel Fielden and the other brigades. The Hudson Bay Company post is under the charge of a Mr. MacPherson, a Scotch half-breed, who has been very civil and obliging and useful; the post is a very small affair, 3 small log houses, roofed with bark, and enclosed by a high wooden palisading, it has been only 11 years built; the old post, on an island a little farther down the river, having been abandoned on account of its inconvenience. There are a few acres of land under cultivation, wheat, barley, and potatoes looking very well. Mr. MacPherson has a few head of cattle (two of which were offered to the troops), and some pigs, besides lots of mangy looking pariah dogs, used for drawing sleighs in the winter. There are 13 men maintained, besides Mr. MacPherson, by the company at this post, but nine of them are employed on three small outlying posts. A magnificent day, bright and cloudless.

Colonel Wolseley remained at Rat Portage this day, making arrangements for guides to be sent back to Fort Francis to conduct the brigades across the Lake of the Woods, and also for guides for the Winnipeg River. Monday,
August 15th, 1870.

Thunderstorm came on about 6 A.M. and lasted till 11 A.M. with heavy rain; the afternoon was fine.

Lieutenant-Colonel McNeill, V.C., and Deputy-Assistant Superintendent of Stores Jolly arrived at sunset in a canoe, having been 12 days on the road from Shebandowan Lake. They reported all well with the brigades in rear, they having left 2 days after the last brigade (Lieutenant-Colonel Casault's, X) was despatched, and having passed each brigade successively. The following was the position of the different brigades when passed by Lieutenant-Colonel McNeill:—

4th August.

X Brigade	East end of Height of Land Portage.
V and T Brigades	West end of do.

5th August.

S Brigade	Just over Brulé Portage.
R „	West end of Portage Français.

6th August.

Q Brigade	West end of Pine Portage.
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7th August.

P Brigade	West end of 1st Portage on River Maligne.
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8th August.

O Brigade	On Mequaquon Lake.
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9th August.

M and N Brigades	At 1st Bare Portage.
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Forwarded to the Deputy Quartermaster-General for the Lieutenant-General's information, and for transmission to the Quartermaster-General of the Army, Horse Guards, London.

(Signed) G. J. WOLSELEY, Colonel,
Commanding Red River Expeditionary Force.

COLONEL WOLSELEY and Staff left Rat Portage at 2 P.M., having all the arrangements completed as well as possible for guides for the different brigades. Mails were made up for Canada and despatched. Started with a fair breeze down the Winnipeg River, ran "Les Dalles" Rapids, about 10 miles below Rat Portage, without any difficulty. Camped for the night at 7-15 P.M., having run about 25 miles. It began to rain about 6 P.M., and continued all the evening. River full of high rocky granite islands, which present a very sterile aspect. Tuesday,
August 16th, 1870.
Rat Portage.

Started again at 4-45 A.M. in drizzling rain, with a blustering head wind, which made a tumbling sea against the current. Ran the "Grand De Charge" Rapids, 25 miles below "Les Dalles." The stuff was portaged, and the canoes and gig then ran the rapids; in doing so boats should keep well to the right. In the next two miles were two small Wednesday,
August 17th, 1870.
Winnipeg River.

currents; these followed "Yellow Mud Portage" 110 yards. The approach to it is dangerously near the falls. About 200 yards further is a very pretty little fall of 6 feet which was run. "Pine Portage" follows next, 1,200 yards further on. This was very steep and slippery, 240 yards long, and full of black flies and mosquitoes. 100 yards further is "Cave" Rapids, which is a pretty little fall of 4 feet. It is usually run, but requires care. This was the last portage this day. Islington Mission was passed about 3 miles below Cave Rapids. Fields of yellow corn and green pasturage were a pleasant change to the eye, in the midst of the sterile rocky country around. The weather cleared up at 9 A.M., and continued fine till 6 P.M., when rain again began to fall with steady persistency all night, making the camp very unpleasant.

Thursday,
August 18th, 1870.
Winnipeg River.

Colonel Wolseley's party started again at 4:45 A.M. The morning was wretchedly gloomily and miserably cold. A drizzling rain and heavy mist over the river, made everything unpleasant, until 10 A.M., when the weather cleared up, and gave the men an opportunity to get a little dry and warm. At noon, reached the "Chute à Jacquot," a very pretty fall in a series of terraces. The portage is 150 yards; everything has to be portaged. It is about 20 miles below Islington Mission. A little further on reached "Trois Pointes-des-Bois," which consists of 3 portages close together, round very pretty falls. The portages are 306, 110 and 60 yards long respectively. Eight miles further is "Slave Falls," the most beautiful rapids or falls yet seen. It derives its name from the romantic story of two Sioux prisoners having been launched over the falls by the Ojibway Indians in a birch bark canoe, with their hands tied. The portage for boats is 750 yards long, a good level portage; it is some 400 yards to the right of the falls. The canoe portage is round a jutting ledge of rock, quite close to the falls, and very dangerous except for skilled boatmen well acquainted with the place. At this portage the two leading brigades of the 1st Ontario Rifles were encamped for the night, having just arrived. Colonel Wolseley's party encamped just above the falls; the evening was fine and warm.

Friday,
August 19th, 1870.
Winnipeg River.

Made the portage early in the morning, and went on 8 miles further to the "Barrière Portage," which is about 20 yards over a bare rocky island; a few further on ran the "Otter" Rapids, not difficult, but long. The "Sept Portages" come next, and were got over by the gig in 2 hours 32 minutes; the second one being run. These seven portages are about 3 miles long, and are simply an almost uninterrupted succession of falls, rapids, whirlpools, and eddies. Some of the approaches to, and departures from, these portages are dangerous. The whole way from the Barrière Portage the river is full of rapid water and currents, and hidden rocks, and requires careful steering. Camped for the night about a mile below the "Sept Portages." The weather was cold and showery in the morning, but the afternoon was fine.

Saturday,
August 20th, 1870.
Winnipeg River to
Fort Alexander.

Made an early start as usual to try to reach Fort Alexander this day. Crossed Lac de Bonnet, and made the two "Galais de Bonnet" Portages before breakfast. They are 145 and 100 yards long respectively. At the second the canoe portage is on the left bank of the fall, and the regular portage, for the large Hudson Bay Company's boats, on the right bank.

The next two portages are "Grande" and "Petit Bonnet." Then comes "White Mud Portage," 280 yards long. The two "Silver Falls" Portages are the next. They are only divided by about 150 yards of slack water, and are sometimes made into one. The best plan is to take the stuff over in one portage, and haul the boats over in two. They are steep and slippery in ascending from, and descending to, the river's bank, and are about 200 and 30 yards long. These Silver Falls are the most magnificent cascades and rapids on this river, or indeed on any river. The volume of water is very great, and the scenery around most magnificent and picturesque.

To the next and last portage, "Pine Portage," there are about 5 miles of river, more or less current the whole way, and with two or three difficult rapids. This portage is about 350 yards, and after it about 8 miles of river with two easily-run rapids to Fort Alexander. This post of the Hudson Bay Company is prettily situated on the left bank of the river, about 2 miles from the commencement of Lake Winnipeg. It is a much larger post than Fort Francis, and has a more imposing appearance. It is surrounded by a wooden palisade, and stands on high ground, the bank of the river being here about 40 feet high. From a wooden tower about 30 feet high, in front of the post, a charming view can be had, the river winding along to its junction with the lake, and the lake itself spreading out like an ocean as far as the eye can see. The soil around the fort seems very good, and the crops luxuriant.

Colonel Wolseley arrived here about an hour before sunset, and found the whole of the 60th and Royal Artillery and Royal Engineers. The head-quarters of the 60th had reached this place on the 18th. The gig did not get in till 8:30 P.M., being delayed by the heavy portaging over these numerous portages. Weather showery in the morning, but fine in the afternoon.

Sunday,
August 21st, 1870.
Fort Alexander and
Lake Winnipeg.

The troops attended Divine Service at 10 A.M., in the open air, near the fort; the service being performed by a Missionary living near the post, assisted by the Rev. Mr. Gardiner, from the Red River. A mail was sent off up the river with orders for the company of the 1st Ontario Rifles stationed there to embark for the north-west corner of the Lake of the Woods, on the 1st September, and for all mails to be sent that way also. This was in consequence of reliable information that the road would be finished through to the Lake of the Woods by the 20th instant.

At 3 P.M. the Force embarked and set sail to a favouring breeze, about 50 boats in all,

containing the Regulars of the Expeditionary Force. Colonel Wolsley accompanied Mr. Donald Smith in one of the large Hudson Bay Company's boats. The wind was fair, and the little fleet stood out to sea, making a good offing, and bore up for "Elk Island." They arrived there at sunset, and drew up the boats on a magnificent sandy beach in a beautiful little bay, well protected from the wind, having run about 20 miles from Fort Alexander. The day had been very fine, without rain.

The rouse sounded at 3-30 A.M. and the men had breakfast before embarking at 5 A.M. The wind was still favourable, though not as free as yesterday, and the fleet made a prosperous and quick run across the southern portion of Lake Winnipeg to the mouth of the Red River. The lake was found to be full of the same green confervoid growth as was noticed in the Lake of the Woods, and was remarkable for its extreme shallowness. At the distance of upwards of a mile from shore the depth of water did not exceed two or three feet, and when approaching the Red River the boats had to follow a narrow channel marked out with a buoy and stakes. Several of the boats got aground together from not following the guide sufficiently closely. The Red River flows into Lake Winnipeg by three mouths, the centre one of which was entered by the fleet. The leading boats arrived there about 12-30 noon, but some of the slower sailing boats were an hour and a-half later. Dinner was cooked on the shore, and the little fleet started again about 2-30 P.M. up the river. Colonel Wolsley sent his canoe with Assistant-Controller Irvine and Lieutenant Butler on ahead with orders to keep a sharp look-out and report anything unusual or suspicious. The passage up the river was slower than that across the lake, the boats having to keep in two lines behind Colonel Feilden, who was himself immediately behind Colonel Wolsley. At sunset the fleet encamped on the right bank of the river, about 11 miles below the Stone Fort, and just opposite the lodges of the Swampy Indians. Colonel Wolsley immediately sent off a messenger to the Stone Fort for Mr. Flett, the Hudson Bay Company's Officer, who arrived during the night. No one appeared to have the slightest idea of the approach of the Force until the boats actually came in sight, and (to prevent the news from spreading) Colonel Wolsley took every precaution possible. A visit of ceremony and congratulation was paid to Colonel Wolsley by "Henry Prince" (Chief of the Tribe) and a few of the Solteux Indians, dressed up in feathers and paint. The interview was conducted much as usual with Indians, expressions of loyalty and welcome from the Indians, and of thanks and goodwill from the Commander of the Forces, accompanied with a substantial present of pork and flour, which appeared to afford the most intense gratification.

Weather fine during the day, but clouded over at nightfall, and began to rain about 11 P.M.

Drizzling rain when the rouse sounded at 3-30 A.M. The men had some tea before starting. Continued on up the river in the same order as before, the boats being welcomed by "feux-de-joie" and other manifestations of delight from the Indians and half-breeds on the bank.

Reached the "Stone Fort," or Lower Fort Garry as it is sometimes called, about 8 A.M. The Officers were invited to a general breakfast by the Hudson Bay officials in the fort, to which they did ample justice. The boats were lightened of all surplus stores, only four days' rations being taken on, so as to reach Fort Garry, if possible, before dark.

Captain Wallace's company was detached as an advance guard and flanking party on the left bank, with orders to keep his main body on the road about a quarter of a mile in front of the boats, and with connecting files to the river's bank, with an advance party of one section of his company about 500 yards further ahead. Two signal-men with flags were also furnished to him, one to remain with the advance guard, and the other with the main body, to facilitate communication with the boats. This company was mounted on ponies and in country carts, and had orders to stop all persons on their way up the river, but not to interfere with those going down the river. By this means, as the force advanced, it was found that the actual appearance of the boats was the first intimation that the people had of the arrival of the Expedition. On the right bank, which is mostly covered with willows, Lieutenant Butler was sent on, on horseback, with orders to patrol along the road a little ahead of the boats, and show himself at intervals. Colonel Wolsley, himself in the gig, proceeded in front of the boats, having a signal-man in one of the Hudson Bay boats just behind.

The two brass 7-pr. mountain guns were mounted in the bows of the boats, and everything was in readiness in case Riel should oppose the passage of the river. In this order the boats continued all day. The "Grand Rapids" were got up by poling and tracking without much difficulty.

At 2-30 P.M. the Force halted for one hour for dinner on the right bank. Communication by signal was kept up with the flanking party and advanced guard, and found to be of much service. At 3-30 P.M. the boats were under weigh again till time to halt for the night. Camp was pitched on the left bank about 2 miles below the English cathedral, and 6 miles below the fort by the road, the distance by water being about 8 or 9 miles. Outlying picquets, under the command of an officer, were thrown out on both sides of the river on the roads, and a chain of sentries posted, to cut off all communication between Fort Garry and the settlements in rear of the Force. Three prisoners were captured during the day by Captain Wallace, and were detained. Information that was held to be reliable was also brought in by some of the loyal people, that up to noon this day nothing beyond vague rumours of the Force being in the river was known in the town of Winnipeg, and that these rumours were discredited by Riel, who, with a few of his adherents, was still in

Monday,
August 22nd, 1870.
Lake Winnipeg to
mouth of Red River.

Tuesday,
August 23rd, 1870.
The Red River.

Wednesday,
August 24th, 1870.
Fort Garry.

the Fort. Weather fine, except in the early morning. About 9 p.m. it began to blow hard from the north-west, and heavy rain came on and lasted the whole night.

The heavy rain having rendered the road ankle deep in black gluey mud, and almost impassable, Colonel Wolseley was obliged to abandon his intention of marching on the Fort, and continue in the boats. The men had breakfast before embarking at 6 a.m. Rain still falling in torrents. Everything is so wet that there was difficulty in getting the fires lit. About 8 o'clock the boats arrived at Point Douglas, about 2 miles from the Fort by land, and about 3 or 4 by water, as the river makes a long bend after its junction with the "Assiniboine." The troops were disembarked on the left bank, and formed up in open column of companies.

A few ponies that were brought by the inhabitants were useful in mounting the Colonel and his Staff, and two country carts were used for drawing the guns, which were limbered up behind them. A line of skirmishers was thrown out about 400 yards in advance of the column, which immediately commenced its move in the direction of the village of Winnipeg in column of fours, the 60th Rifles leading, Artillery and Engineers next, and a Company of 60th Rifles as a rear guard.

In this formation the column passed over a small creek, and keeping outside the village, wheeled slightly to its left, and advanced on the Fort, having the "Assiniboine River" on its right flank, and the village on its left. Some half-dozen loyal inhabitants, mounted on horseback, accompanied the column, and were useful as scouts and guides. The latest information obtained in the village was to the effect that Riel and his party were still inside the Fort, that the gates were shut, and that they intended resisting the troops. No flag was flying from the flagstaff in the Fort, and there was no sign of life visible; everything looked grim and frowning, and the gun mounted over the gateway that commanded the village and the prairie over which the troops were advancing, was expected momentarily to open fire. But the hopes of the troops were doomed to disappointment. On nearing the Fort some of the mounted men were sent forward to ascertain the state of affairs; they were followed by three of the Staff, and soon returned, having ridden all round the Fort and found the gate opening on the bridge over the Assiniboine River wide open. The troops were marched in by this gateway, having stopped and detained three men who were making off up the Assiniboine River. The Fort was found to be emptied of its late defenders, Riel, Lepine, and O'Donoghue having ridden off up the Red River about a quarter of an hour previously. The troops then formed line outside the Fort, the Union Jack was hoisted, a royal salute fired, and three cheers given for the Queen, which were caught up and heartily re-echoed by many of the civilians and settlers who had followed the troops from the village.

It was still raining in torrents, and the whole place was one sea of black slimy mud. The men were drenched to the skin, and indeed had been so during the greater part of the previous night. Under these circumstances, Colonel Wolseley did not think it advisable to pitch the tents on the soaking wet ground, and accommodation was found for the officers and men in the buildings inside the fort. The house occupied by Riel and his councillors was found full of ex-Governor McDougall's furniture. It had been the government house of the rebel Provisional Government, and so hurried and evidently unexpected had been the flight of the ringleaders that their breakfast table was found laid out and breakfast only half-eaten. Documents and papers of all description were lying about in their rooms. Bishop Taché wrote to Colonel Wolseley requesting an interview, but in consequence of the state of the weather (which continued all day raining in torrents), the latter requested him to defer it until the next day. No arrests were made by the military, and no attempt to pursue and capture Riel and his friends; the three or four prisoners who were detained when the troops marched into the fort were released during the day, there being no warrant out against them and no sworn information. Colonel Wolseley did not desire to trench on the civil authority in any way, not having been invested with power to do so, or to act as Lieutenant-Governor pending Mr. Archibald's arrival. The conduct of civil affairs devolved on Mr. Smith, as Governor of the Hudson Bay Company. Colonel Wolseley informed him that he looked to him as representing the only civil authority he could recognize, and that any prisoners handed over by him for safe keeping, should be taken care of. Many came forward volunteering to take Riel and his gang, if Colonel Wolseley would only authorize them to do so; all received the same answer, "go to a Magistrate for a warrant, and when obtained, Mr. Smith will provide the means for executing it." A warrant was subsequently obtained from a Justice of the Peace, directing some one specified man to arrest Riel, O'Donoghue and Lepine, on a charge of murder, false imprisonment and robbery. It proved to be informal, and was not executed. In fact no proper constables could be obtained for the purpose, and Colonel Wolseley positively refused to allow his soldiers being converted into policemen. Of course there is a considerable number of violent men who have old scores to pay off for themselves, and would be glad of the opportunity thus afforded to them by the arrival of the troops. Rain continued all day. Despatches and telegrams sent off by a special messenger to St. Cloud.

Thursday,
August 25th, 1870.
Fort Garry.

Rained again during the night, but cleared up in the morning, and the ground began to get a little dry. Bishop Taché paid a visit of ceremony to Colonel Wolseley, and had a private interview with him in the Fort. The Upper Fort, or "Fort Garry" proper, is a rectangular building, about 200 yards by 85 yards. The original fort was built about the year 1840, and was then 100 yards by 85 yards, it has a stone wall about 10 feet high all round, with circular bastions pierced for guns. About the year 1850, a second

portion was added to it—100 yards by 85 yards—but surrounded only by a wooden palisading on a stone foundation. The fort, as it now is, is crowded with buildings, stores, and officers of the Hudson Bay Company; it stands at the angle formed by the junction of the Assiniboine and Red Rivers, which here are about 160 and 500 feet wide respectively, and fronts on to the left bank of the former river, from which it is distant about 100 yards; the site is pretty, and commands a beautiful view of the prairie on all sides. To the north and west not a house is to be seen, the lines of houses follow the course of the river, and not a house or farm seems yet to have been commenced away from the river. They say that, though water is found at a depth of from 30 to 40 feet yet it is brackish. The village of Winnipeg is about half a mile north-north-east of the fort; it is simply a collection of houses built at all angles to each other, and forming one wide street about a quarter of a mile long. I should say there are about 50 houses in all. No attempt at drainage as yet, and in rainy weather the centre of the street is converted into a large pond, and the remainder into thick black mud, strong enough to pull the mocassins off the feet of the unwary traveller. There are a few stores, but grog shops are the principal feature of the place, and the last two nights these "saloons" have reaped a rich harvest. Voyageurs, Indians and half-breeds in all stages of drunkenness, and quarrelling, made the place a very pandemonium. But few soldiers were drinking to any extent after the first night, and Colonel Wolseley ordered a strong picket to patrol the village every night till everything was quiet. Mr. Donald Smith, the Governor of the Hudson Bay Company, issued an order prohibiting the sale of liquor from 7 P.M. each evening to 6 A.M. the following morning, and posted constables in the village, as well as enrolled special constables to assist in keeping the peace.

A lovely day, bright sunshine, and a strong southerly wind which dried up the country in a wonderful manner. Bishop Taché paid another visit to Colonel Wolseley, and said that one of his priests had been shot at the night before, though the would-be assassin had failed in his cowardly attempt. He described the state of terror in which all his people were, and seemed himself to be dreadfully alarmed, which was not diminished when informed by Colonel Wolseley that several men had been to him (Colonel Wolseley) to be enrolled as special constables with a view of capturing Riel *dead* or alive; but that their services had been declined. At his request Colonel Wolseley issued an order prohibiting the officers of the force from going out shooting, as the very sight of a gun appeared to cause so much alarm.

Lieutenant Butler was sent down to the stone fort on business, and with an order for the 2nd Quebec Rifles to remain there and go into camp until barrack accommodation could be provided for them. No signs as yet of the first two Brigades of Militia. The 60th Rifles moved under canvas this afternoon in a field near the fort.

Another fine, bright, cloudless day, thermometer 80° in the shade, and a hot wind blowing from the south. Colonel Wolseley, accompanied by his personal staff, and by Colonel Feilden and Lieutenant-Colonel McNeill, V.C., paid a visit of ceremony to Bishop McCreagh and Archdeacon McLean, and afterwards to Bishop Taché. The bishop's palace of the latter prelate is on the right bank of the Red River, in the parish of St. Boniface, just opposite Fort Garry, and the finest-looking house in the settlement. On one side of it is a nunnery, and on the other side a school.

In the afternoon the band of the 60th Rifles played in front of their camp, and attracted a good number of visitors from the village and surrounding settlements.

About 6 P.M., Major Wainwright with two companies of the 1st Ontario Rifles arrived, and pitched their camp on the other side of the 60th. They had been wind-bound, and detained on Lake Winnipeg for 36 hours, by the same storm of wind and rain that welcomed the Head-Quarters when they took possession of Fort Garry on the 24th instant. The mails left this night for the United States and Canada, but Colonel Wolseley did not think it advisable to send letters in this way, being resolved to wait for a surer hand.

The troops attended Divine Service in the open air, the services being performed by the Chaplain, assisted by Archdeacon McLean. Colonel Wolseley, accompanied by Mr. Irvine, Lieutenant Heneage, and Mr. Donald Smith, drove down to the Lower Fort, returning at 7 P.M. He carefully inspected the Fort, and found that there would be tolerably good barrack accommodation for 300 men of the 2nd Quebec Rifles, and that by a few additions and alterations there would be a sufficiency of quarters for the officers, leaving only a few extras to be built, such as ablution-rooms, privies, cookhouses and a guard-room. Weather fine in the morning, but rained hard in the afternoon.

Deputy-Assistant Commissary-General Beamish arrived at 8 A.M., with mails from Canada to 3rd instant. He reported that Major McLeod and 2 companies 1st Ontario Rifles were at the Lower Fort last night, and would be here to-day. Letters and despatches were sent off to Canada to-day per Captain McCalmont, 9th Lancers, who left the Fort to return to England *via* the United States.

Two Companies of the 60th started down the river on their way back to Fort Alexander and the Winnipeg River. One more company will follow them to-morrow, and one Company will march by the road to the N.W. corner of the Lake of the Woods, taking with them sufficient transport to bring back the baggage, &c., of the company 1st Ontario Rifles left in garrison at Fort Francis.

A beautiful day, with a fresh N.W. breeze. Instructions having been received from the Lieutenant-General Commanding in British North America, desiring that, if possible, the company of the 2nd Militia, left at Prince Arthur's Landing, should be brought on to Fort Garry this season, a special messenger has been sent to Shebandowan Lake, directing

Friday,
August 26th, 1870.
Fort Garry.

Saturday,
August 27th, 1870.
Fort Garry.

Sunday,
August 28th, 1870.
Fort Garry.

Monday,
August 29th, 1870.

the Officer Commanding at the first-named place to carry out the Lieutenant-General's instructions, should he be able to obtain the necessary boats and voyageurs. If this can be arranged the Company is to come here *via* the N.W. corner of the Lake of the Woods.

Tuesday,
August 30th, 1870.
Fort Garry.

Mails and telegrams for Canada were sent off this morning by Captain McCalmont, who started about 9 A.M. Instructions were sent by a special messenger to Captain Scott, 1st Ontario Rifles, expected to arrive at the N.W. corner of the Lake of the Woods on 3rd or 4th September, directing him to march to this place. Captain Buller's Company 60th Rifles was to have marched to-day for the N.W. corner of the Lake of the Woods, there to embark in Captain Scott's boats, and make the best of their way with all speed to Prince Arthur's Landing to take the place of the company 2nd Militia ordered up from that place to Fort Garry, but the carts intended for their transport did not arrive. Enough carts were to have been sent with Captain Buller's company for transport of baggage, the men's packs, &c., as far as White Birch River, about 78 miles distance (to which place the road is practicable for carts), and from whence 20 pack horses would take all necessary things to the N.W. corner, about 33 miles further. Board of Survey ordered to assemble to-morrow to inspect barrels of pork brought up by the 1st Ontario Rifles, which were found to be without brine.

Letter received from Lieutenant-Colonel Bolton, Deputy-Assistant Adjutant-General, from White Birch River, reporting on the state of the road as follows:—

"Prairie country extends as far as Oak Point, but little timber. About eight miles beyond Oak Point is an empty reservoir. After leaving the reservoir the soil becomes sandy, small poplars on both sides. Road practicable for wheeled transport as far as 'White Birch River,' about 78 miles. From that point to the Lake of the Woods, distance reported to be about 33 miles, near Red River, is a small stream crossed by a wooden bridge; further on and nearer to Oak Point the road skirts another small stream. After leaving Oak Point road is clear of stumps and boulders, fenced with fallen timber, wet places ditched and now and then fascined. About 10 miles beyond the reservoir, crossed 'Broken Head Creek,' and some half hour's march further two ponds, water good. After this point, Colonel Bolton reports, that (travelling at the rate of 5½ miles per hour) he passed an empty shanty in a fir wood with a well of water near it in 40 minutes. In 30 minutes more a well, in 40 minutes more another well; in 35 minutes more crossed a swamp corduroyed for 150 yards, in 10 minutes more another swamp, water drinkable; in 15 more crossed the west branch of 'White Mouth River,' depth 6 inches, fordable, water good; in 45 minutes more a well, in 20 minutes more another well, in 10 minutes more another well, in 35 minutes more a swamp corduroyed. In 1 hour 20 minutes more met Mr. Lonsdale, who reported that he did about half a mile to a mile of road in a day. Prairie hens abundant, also a few partridges and pigeons."

End of précis of
Col. Bolton's letter.

Fine day. Captain Dunda's Company of the 60th Rifles left in boats at 9 A.M. for Thunder Bay *via* the Winnipeg River.

Wednesday,
August 31st, 1870.
Fort Garry.

Mr. Dawson arrived about 11 A.M., also Lieutenant-Colonel Jarvis, and the Headquarters, and two companies of 1st Ontario Militia. All of the 1st Militia have now arrived, with the exception of the company in garrison at Fort Francis, which is to leave that place to-morrow for the N.W. corner of the Lake of the Woods. Captain Buller's company did not march yesterday, as the carts promised did not arrive; he marched to-day about 11 A.M., the men's packs being carried for them. Colonel Wolseley's gig under charge of Lance-Serjeant Barnes also left at 1 P.M. to-day for Fort Francis *via* the Winnipeg River. Two companies of the 60th Rifles left at 2 P.M. in boats *via* the Winnipeg River. An order was sent to the Officer Commanding at Prince Arthur's Landing to despatch each Company of 60th Rifles to Canada by first steamer as soon as it arrived.

The following is a return of the dates of arrival and departure from Fort Francis of the last 4 Brigades of the Expedition:—

		Arrived.	Left.
16th August..	S Brigade (2nd Quebec Rifles)..	8:30 P.M. 16th..	3:30 P.M. 17th.
17th " "	T " " " " "	5:30 P.M. 17th..	6 P.M. 18th.
17th " "	V " " " " "	6 P.M. 17th..	6 P.M. 18th.
18th " "	X " " " " "	2 P.M. 18th..	11 A.M. 19th.

(Signed) G. W. MELLISH.

Fort Francis, 21st August, 1870.

Continuation of précis
of Lieut.-Col. Bolton's
letter.

About 3 P.M., Lieutenant-Colonel Bolton returned from his mission in search of the N.W. corner of the Lake of the Woods; he appeared to have been unable to reach the lake, not having with him any guide who thoroughly knew the road. Colonel Wolseley therefore despatched a special messenger at once to fetch Mr. Joseph Monkman, who appeared to be the only man able to point out the proper path to be taken to avoid the morasses and thick woods between the end of the road and the lake. Heavy showers during the day.

Thursday,
September 1st, 1870.
Fort Garry.

Colonel Bolton's report continues as follows:—

"Mr. Lonsdale having furnished me with saddle horses and provisions, I left his camp at 7 A.M. on Saturday, 27th August, I followed a bridle path blazed through the trees, crossing White Birch River (water very good), by a small bridge of fir poles. The path was scarcely wide enough for a pack horse to pass between the trees, and the fallen timber had only been removed sufficiently to render the path barely passable. The country is very flat, having evidently at some bygone period been a vast lake or series of

"lakes. A remarkable feature worthy of notice is the occurrence of large flat masses of granite or gneiss rock, which look like islands. I passed over 12 of these 'islands' during the 20 miles I got over to-day, always at a walking pace. In the marshes water can be obtained by digging. On Sunday, 28th, I started again. After some miles of wood and marsh I entered a vast swamp of many miles in extent, this opened on to what must have been a great forest, now a brulé, and suddenly came to an end near a depression like the bed of a lake, through which a small stream of water was running in an easterly direction. The guides said the lake was about two miles off, but beyond this point neither of them had ever been.

"At 12:30 noon, I started on foot with the two men to try and reach the lake, but after some useless efforts to penetrate a brulé, I had to give it up, being quite unable to get through it without a free use of the axe. I then tried to get along by the banks of the stream, and found, as I expected, that the country was a little more practicable. At 5 P.M. I reached a point on the left bank of the stream where a white flag was flying. Here I found an official letter to Colonel Wolseley from Mr. McTavish, dated 14th August, announcing the commencement of the road, which letter I left in its place; also a note from Mr. McKay, which I brought away with me. I re-directed the official letter to the Officer Commanding the company 1st Ontario Militia, expected to arrive here from Fort Francis, telling him to cut a path (following the blazed trees) through to the depression where I had left my horses, about 3 miles higher up the stream. I then commenced my return; but at 7 P.M., being utterly exhausted, I was obliged to lie down, and passed the night as best I could, without food or a blanket. One of the men kept the fire alight during the night, but it was very cold, and rained for some hours. Next day, Monday, the 29th, I was three hours getting back to the spot where I had left the horses, and being utterly done, and physically unable to continue my efforts to reach the Lake, I returned to Red River, reaching the settlement on Wednesday, the 31st, at 3 P.M.

"From the furthest point I reached I was not able to see the lake, though the appearance of the country, and the opening out of the marsh to some width on each side of the stream, gave indications that the lake could not be far off.

"To sum up, my opinion of the road is this; practicable for carts for 78 miles, as far as White Birch River; practicable for pack horses for 30 miles further, leaving about 3 miles or so still to be cut through to open the path to the Lake of the Woods."

End of précis of
Lieut.-Col. Bolton's
letter.

The last remaining company of the 60th Rifles left to-day in boats. They reached the Lower Fort, and encamped there for the night.

Fine morning, but heavy showers in the afternoon. Colonel Wolseley's messenger, who had been sent with instructions to Captain Scott at the N.W. angle, returned to-day. He had met the horses (sent by Bishop Taché to meet the Lieutenant-Governor) returning to Red River, and had been told by the men in charge of them that the Lieutenant-Governor had passed on, finding no road, and had also ordered Captain Scott's Company to go round by the Winnipeg River for the same reason. Colonel Wolseley immediately sent out a fresh messenger to Captain Scott.

The propeller "International" arrived from Frog Point at 7:30 P.M.

Friday,
September 2nd, 1870.
Fort Garry.

Mr. Monkman arrived this morning at 8 A.M., and, after an interview with Colonel Wolseley, was sent off, accompanied by Lieutenant Denison, to catch up Captain Buller's company of the 60th, and show them the right track to the N.W. angle of the Lake of the Woods, also to bring back Captain Scott's Company of the 1st Ontario Militia. Captain Nagle arrived about 4 P.M. bringing a mail; letters from Montreal to the 8th ultimo; also news that Mr. Archibald had arrived in the river, and was on his way up from the Lower Fort in a canoe. A guard of honour was paraded, and preparations made for a salute to be fired in his honour by the Militia Gunners, but he did not arrive till 8:30 P.M. He was accompanied by Mr. Hill, Private Secretary; after he had dinner, he joined the party in Mr. Smith's dining-room, and his health and welcome was proposed by Mr. Smith and drank by the party. In returning thanks, he paid a high tribute to Colonel Wolseley and the Officers and men of the Expedition, to whom, he said, he owed the fact of his being able to enter the Province; after he had been nominated Governor. He had written and forwarded from the Lower Fort a highly complimentary letter to Colonel Wolseley, which runs thus:—

"Indian Mission, Red River,
September 2nd, 1870.

"Dear Colonel Wolseley,

"I take the earliest opportunity in my power to congratulate you on the magnificent success of the Expedition under your command. I can judge of the work you have had to do all the better from having seen for myself the physical obstacles that had to be met and overcome, obstacles which I assure you exceed anything I could have imagined.

"It is impossible not to feel that the men who have triumphed over such difficulties must not only have themselves worked well, but also must have been well led, and I should not be doing justice to my own feelings, if I were not on my arrival here to repeat the expression of admiration extorted from me, as I passed along, in view of the difficulties you had to meet, and which you have so triumphantly surmounted.

"I have, &c.
(Signed) A. G. ARCHIBALD."

The weather was gloomy to-day, cold and showery, very unlike what the weather at this season usually is here, at least according to the experience of the "oldest inhabitant." About 11 P.M. the floating bridge over the Assiniboine River was carried away by a freshet; the river rose about 6 inches, but fell again during the night. No damage was done, the bridge only parted in the middle; and the scows (of which it was composed), floated away to the bank where they remained.

Saturday,
September 3rd, 1870.
Fort Garry.

Departure from Fort
Garry of the remain-
der of the Regular
Troops.

The salute in honour of the arrival of the Lieutenant-Governor was fired this morning. Colonel Wolseley's canoe started at 9 A.M., with 25 days' rations, to make the best of its way up the Winnipeg River to the N.W. corner of the Lake of the Woods, there to await Colonel Wolseley's arrival.

The detachments of Royal Artillery and Royal Engineers, under Lieutenants Alleyne and Heneage, also started by boat on their way up the Winnipeg River; and thus there now remain no regular troops in Fort Garry. The arrangements for the Control Department during the winter for the two regiments of Militia, were put in orders (subject to approval); on the 1st instant.

Mr. Beamish, of the Commissariat Department, was sent off to-day to St. Paul's to make contracts for a supply of pork, enough for 60 days, as a reserve supply in case of accident during the winter.

Letters and telegrams for Montreal were sent off by Lieutenant-Colonel McNeill, V.C., who left Fort Garry in the steamer "International" for Frog Point, about 200 miles below St. Cloud. This steamer belongs to the Hudson Bay Company, but sails under an American licence, being in American waters. She is very long, too long for the numerous bends of the Red River, flat-bottomed, and draws about 2 feet of water. She is a propeller, and could accommodate a large number of troops if necessary. When the water is high she can ascend the Red River as far as Fort Abercromby, 70 miles above Frog Point.

Forwarded for the Lieutenant-General's information, and for transmission to the Quartermaster-General of the Army, Horse Guards.

G. J. WOLSELEY, Colonel,
Commanding Red River Expedition.

Fort Garry, 3rd September 1870.

MAPS

TO ILLUSTRATE THE CORRESPONDENCE

RELATIVE TO THE

RECENT EXPEDITION

TO THE

RED RIVER SETTLEMENT,

WITH

JOURNAL OF OPERATIONS.

Presented to both Houses of Parliament by Command of Her Majesty, 1871.

LONDON :
HARRISON AND SONS, ST. MARTIN'S LANE.

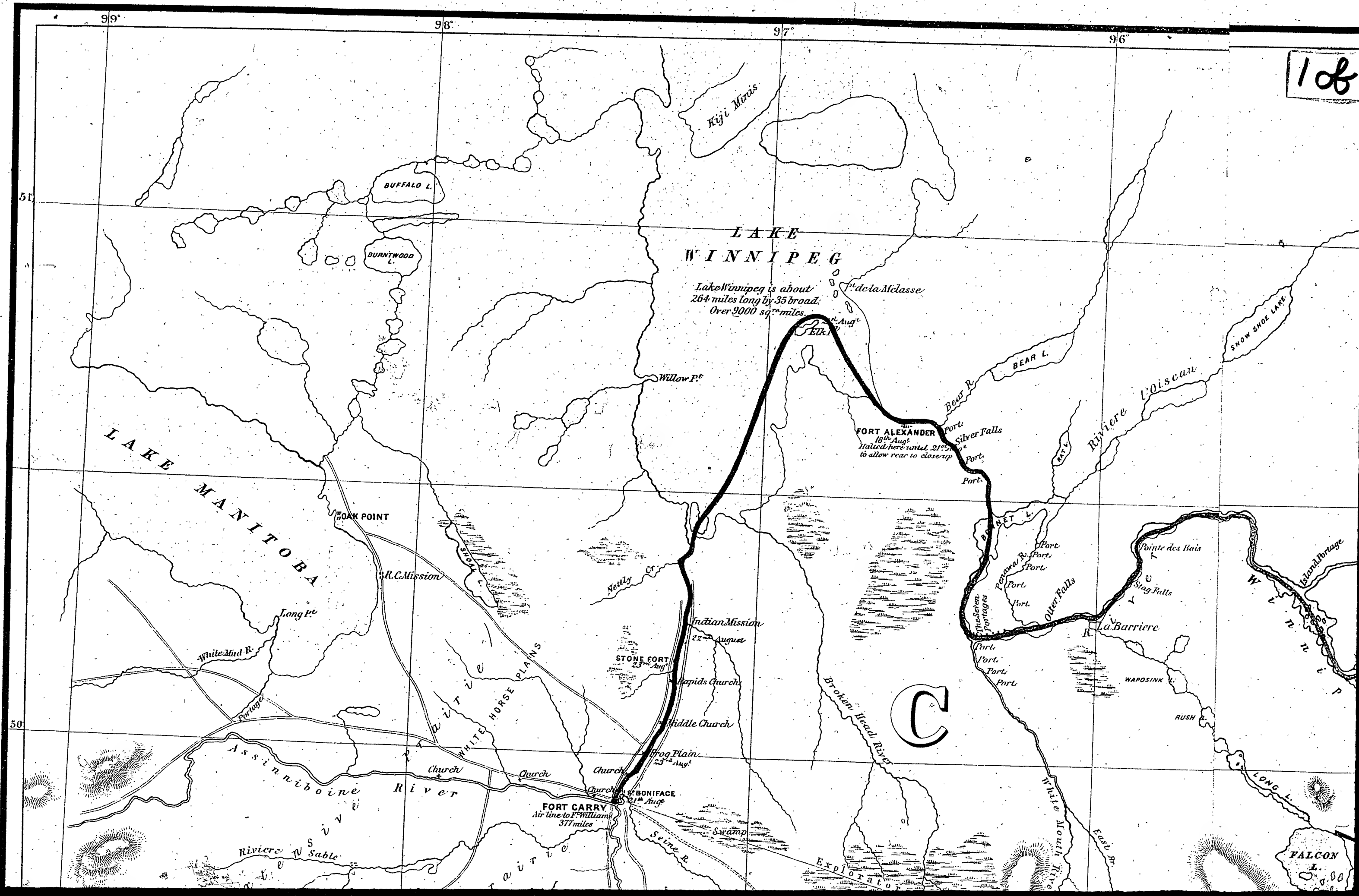
1871.

LIST OF PLATES.

LINE OF ROUTE BETWEEN LAKE SUPERIOR AND RED RIVER SETTLEMENT.

SKETCH OF ROAD FROM PRINCE ARTHUR'S LANDING,
THUNDER BAY, LAKE SUPERIOR TO LAKE SHEBANDOWAN SHEET I.

DITTO DITTO SHEET II.



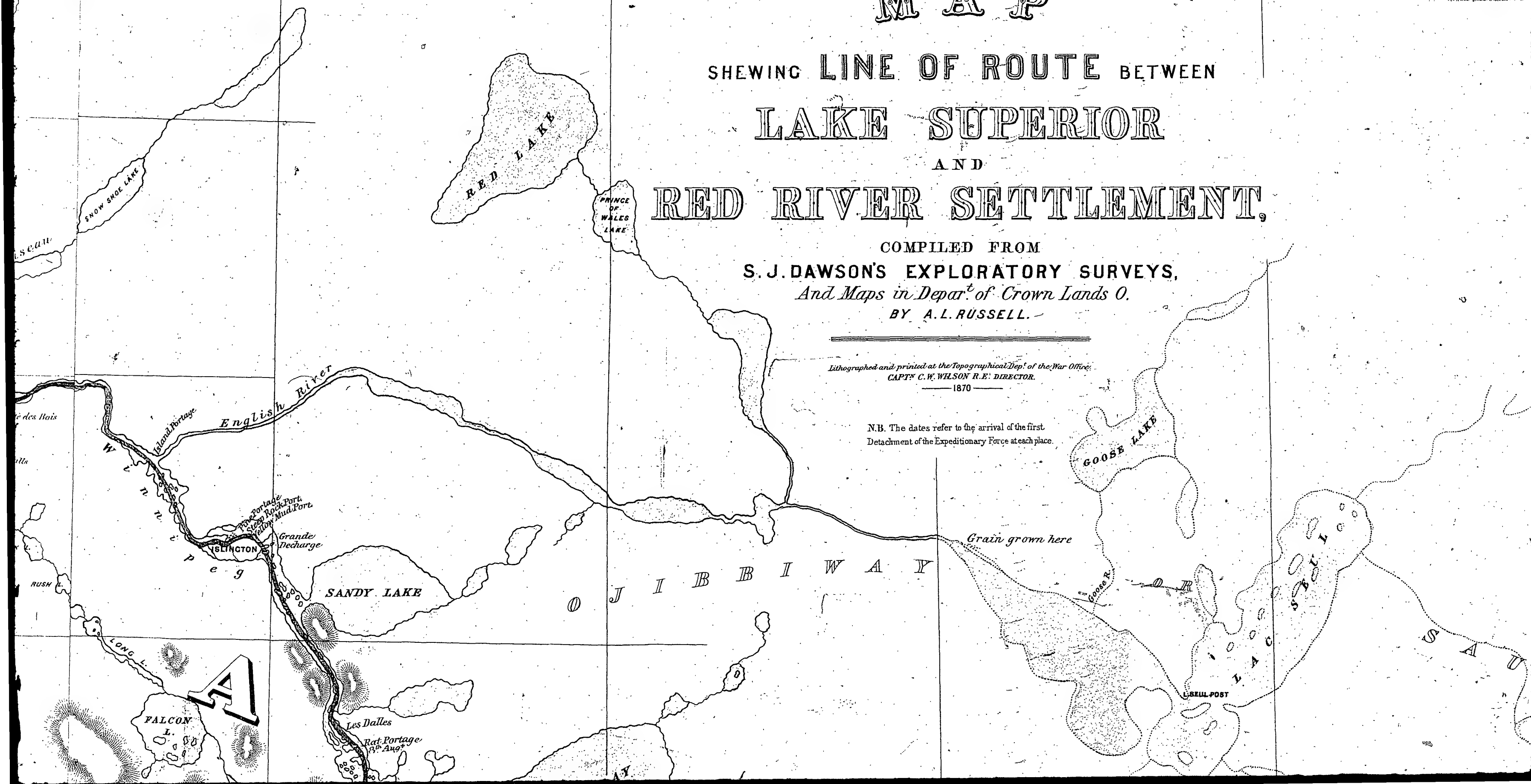
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SHEWING LINE OF ROUTE BETWEEN
LAKE SUPERIOR
AND
RED RIVER SETTLEMENT,

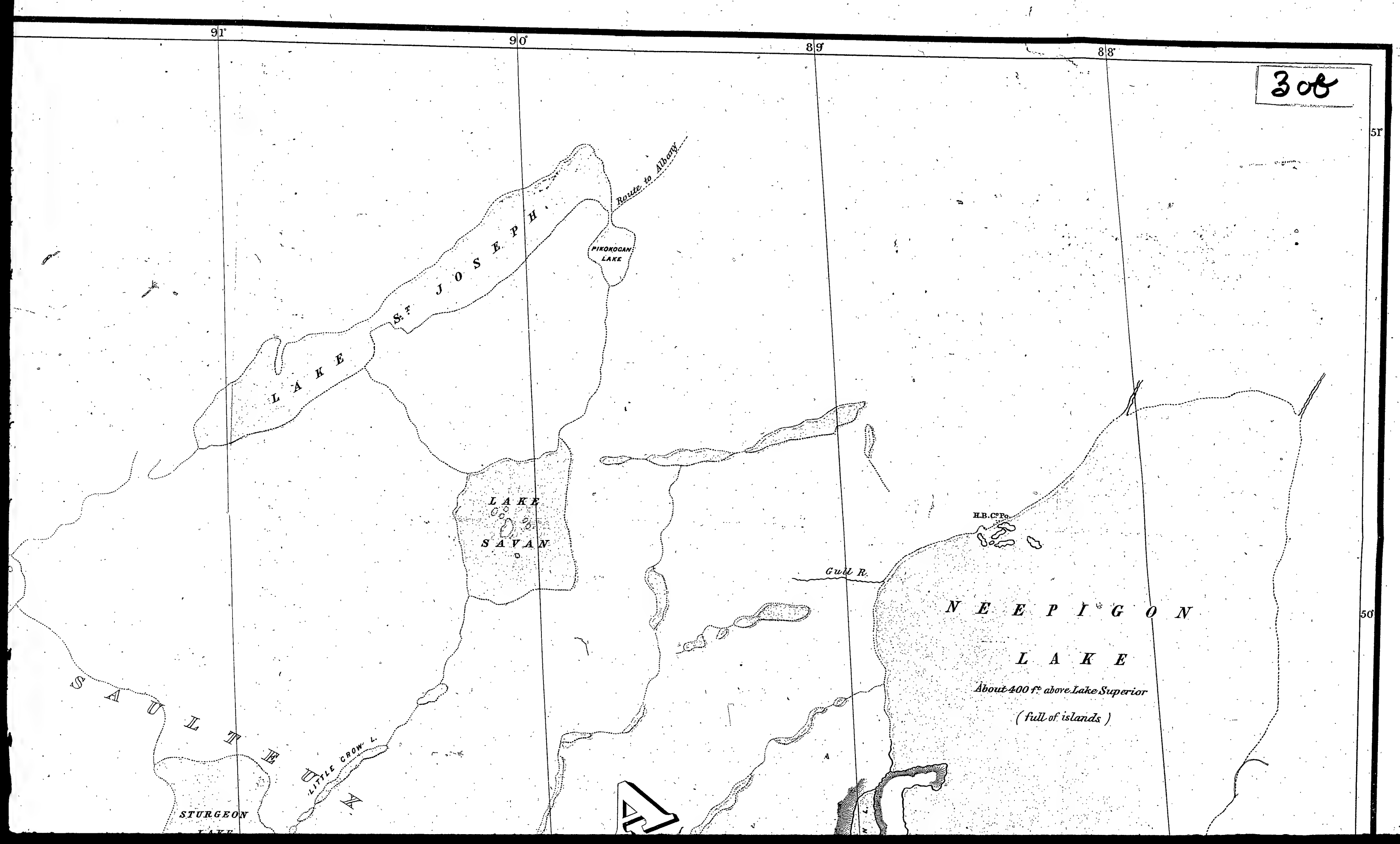
COMPILED FROM
S. J. DAWSON'S EXPLORATORY SURVEYS,
And Maps in Depar^t of Crown Lands O.
BY A. L. RUSSELL.

Lithographed and printed at the Topographical Dep^t of the War Office,
CAPTⁿ C. W. WILSON R.E. DIRECTOR.
— 1870 —

N.B. The dates refer to the arrival of the first
Detachment of the Expeditionary Force at each place.



308



91°

90°

89°

88°

51°

50°

LAKE
ST. JOSEPH

PIKOKOGAN
LAKE

Route to Albany

LAKE
SAVAN

H.B.C. Po.

Gull R.

NEEPIGON

LAKE

About 400 ft. above Lake Superior

(full of islands)

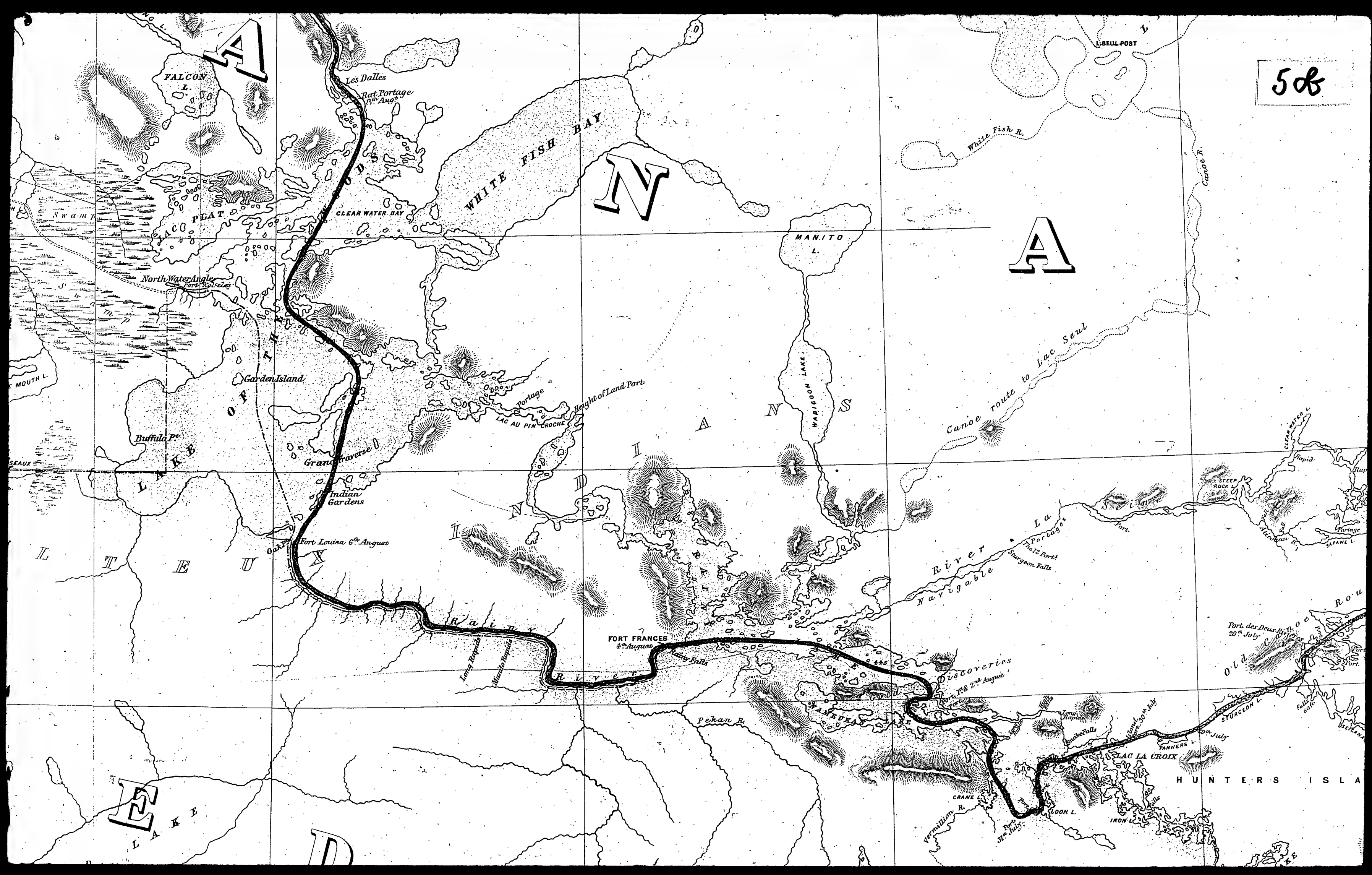
SALT
LAKE

LITTLE CROW L.

STURGEON
LAKE

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[illegible]



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D

FALCON L.

Les Dalles

Rat Portage 8th Aug

WHITE FISH BAY

CLEAR WATER BAY

MANITO L.

North Water Angle

Garden Island

Portage

Height of Land Port

LAC AU PIN-CROCHE

Grand Traverse I.

Indian Gardens

Fort Louisa 6th August

FORT FRANCES 4th August

River Navigable

La Portage

The 12 Portages

Sturgeon Falls

Port. des Deux R. 28th July

Discoveries

1st 2nd August

LAC LA CROIX

HUNTERS ISLAND

CRANE L.

IRON L.

Port 31st July

Port 30th July

Port 29th July

STURGEON L.

Falls 60ft

Port

Port

Port

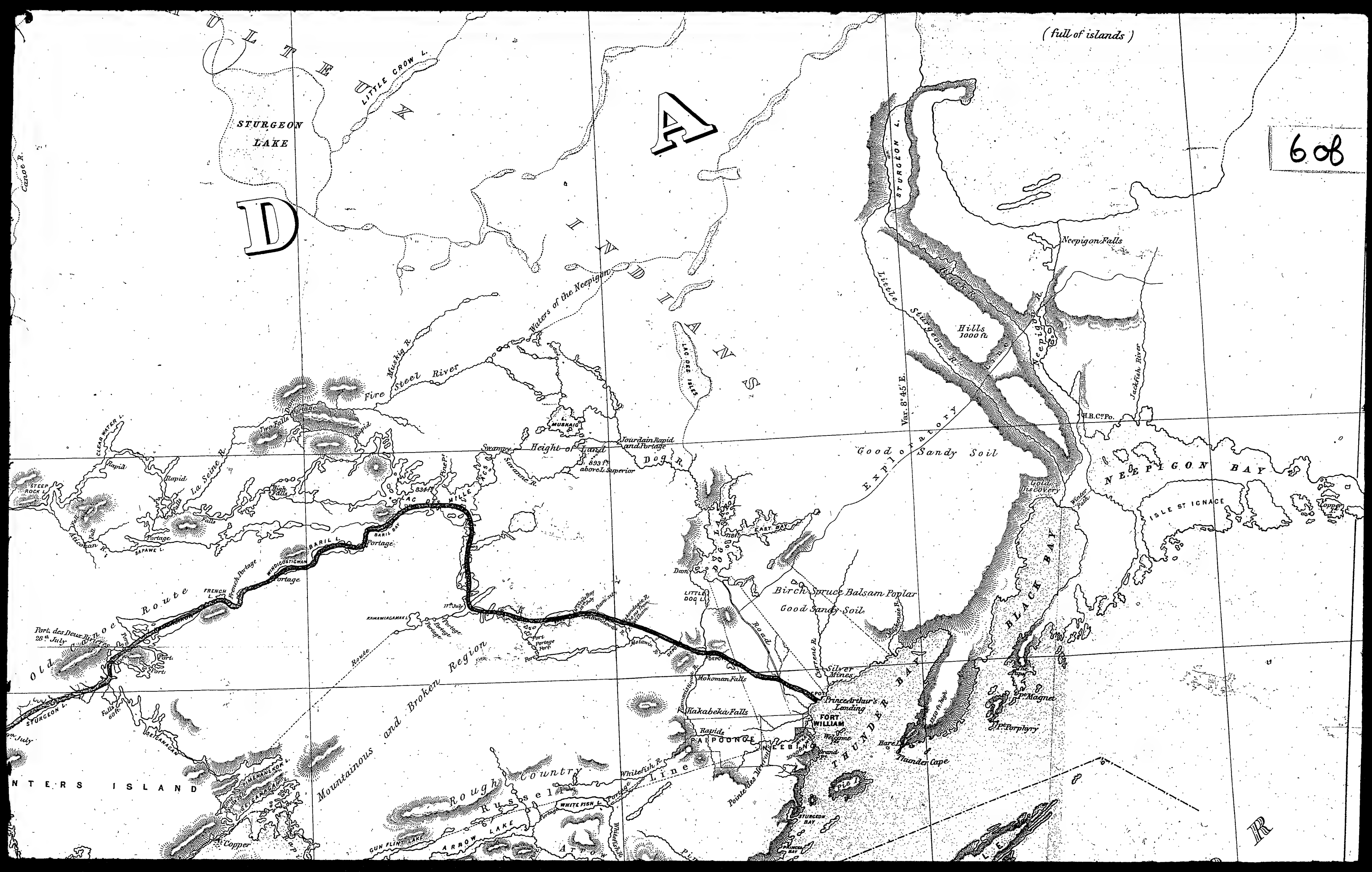
Port

Port

Port

Port

Port



STURGEON
LAKE

D

A

(full of islands)

608

Canoe R.

U
L
T
E
LITTLE CROW L.

Waters of the Neepigon

Fire Steel River

Hills
1000 ft

Neepigon Falls

H.B.C. Po.

Height of Land

Sourdain Rapid and Portage

Good Sandy Soil

NEEPIGON BAY

ISLE ST IGNACE

Route

Port. des Deux Rivières
28th July

Mountainous and Broken Region

Region

Rough Country

Arrow Lake

WHITE FISH L.

Whitefish R.

PAPOONCE

NEEBING

STURGEON BAY

PRINCE ARTHUR'S LANDING

FORT WILLIAM

NEEPIGON

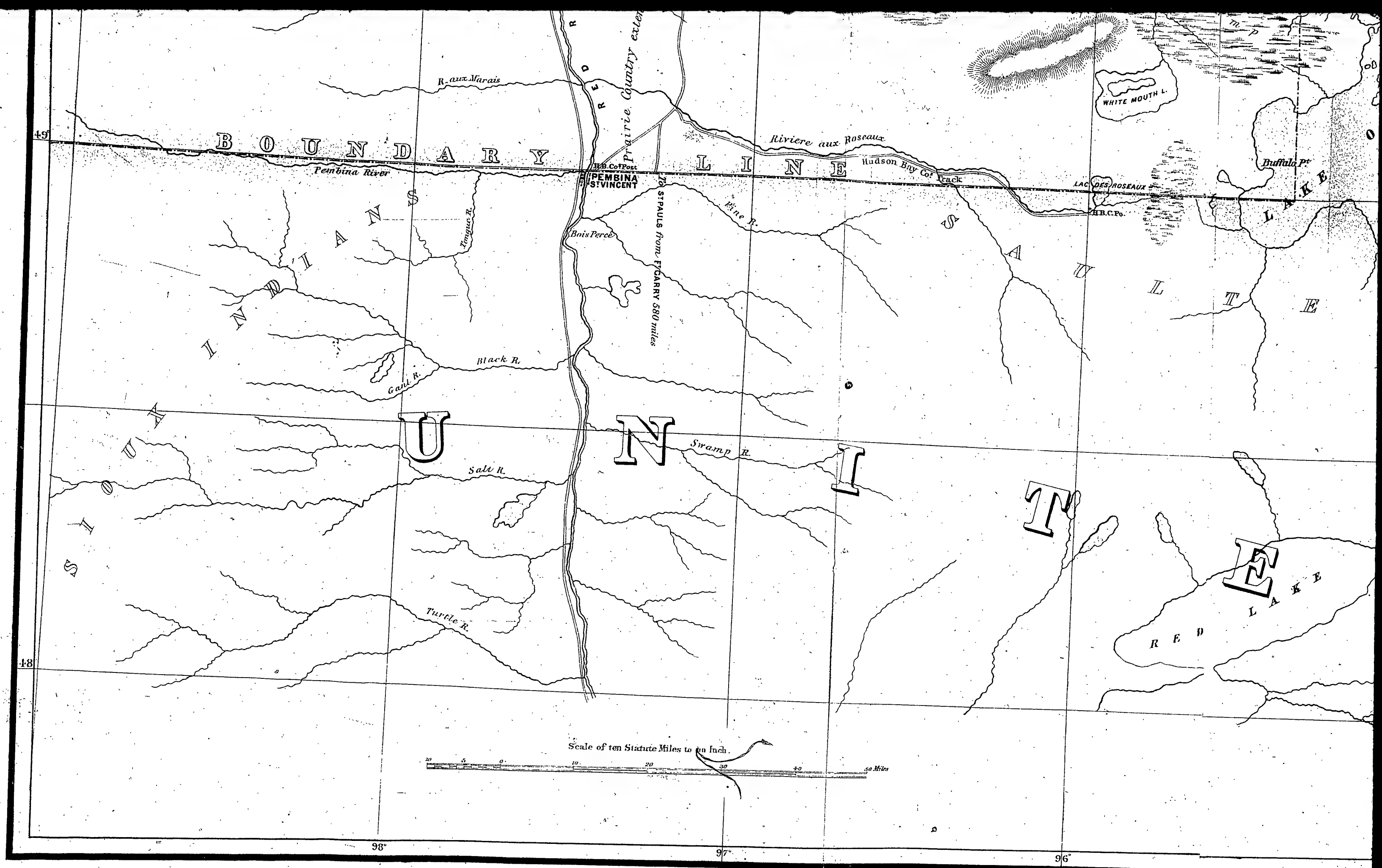
NEEPIGON

NEEPIGON

NEEPIGON

NEEPIGON

MR

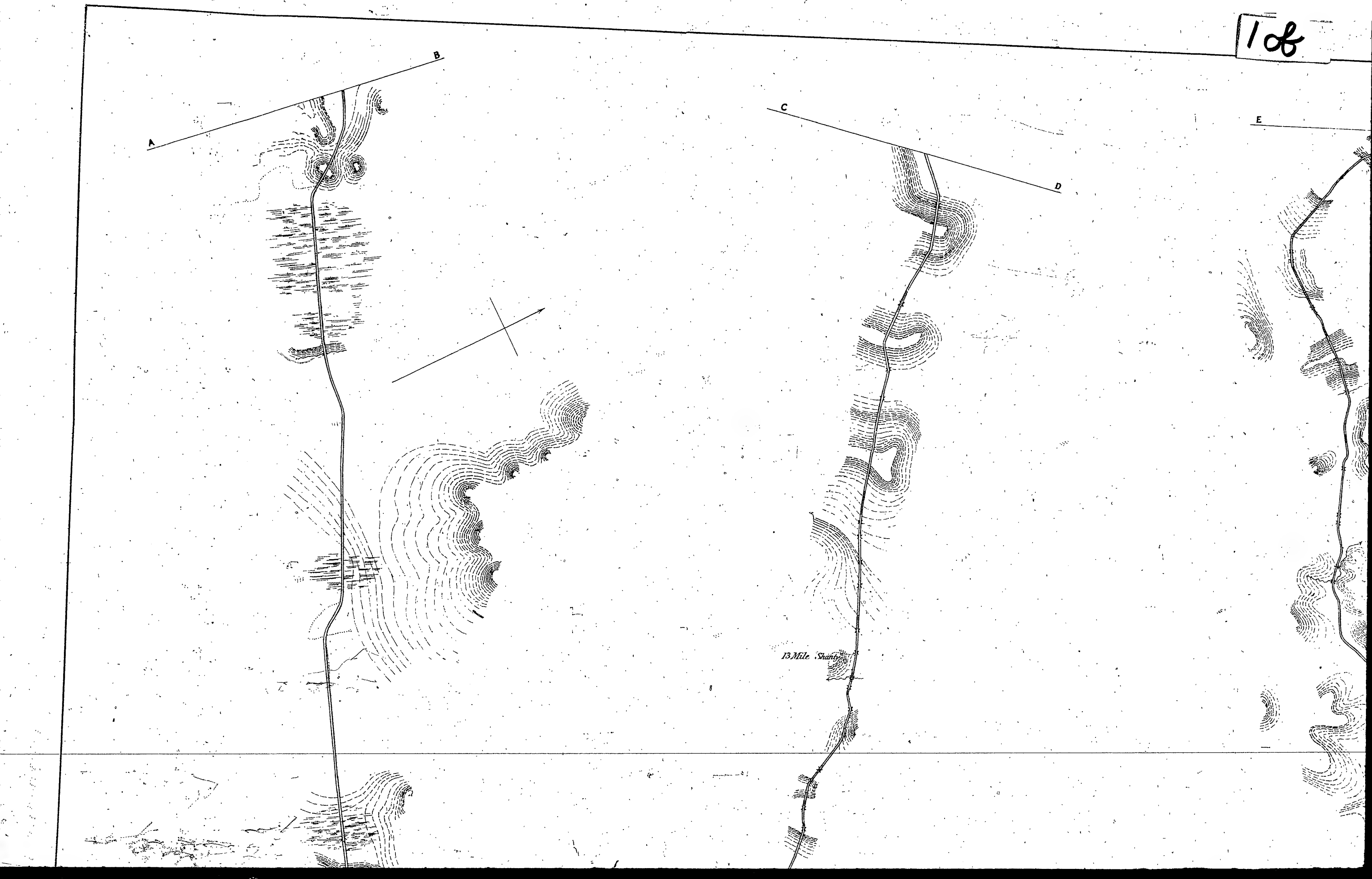


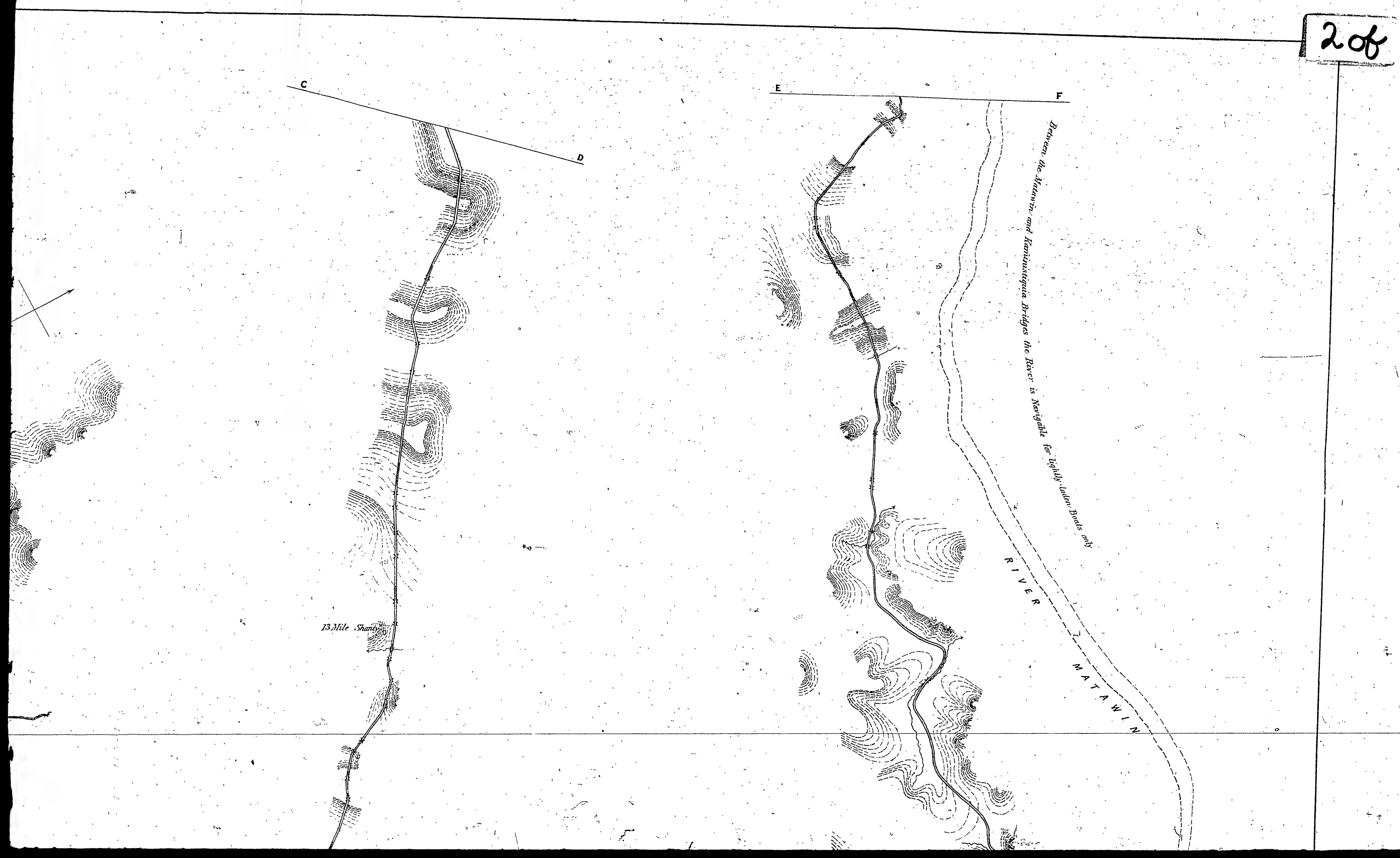
A B

C D

E

13 Mile Shanty





308

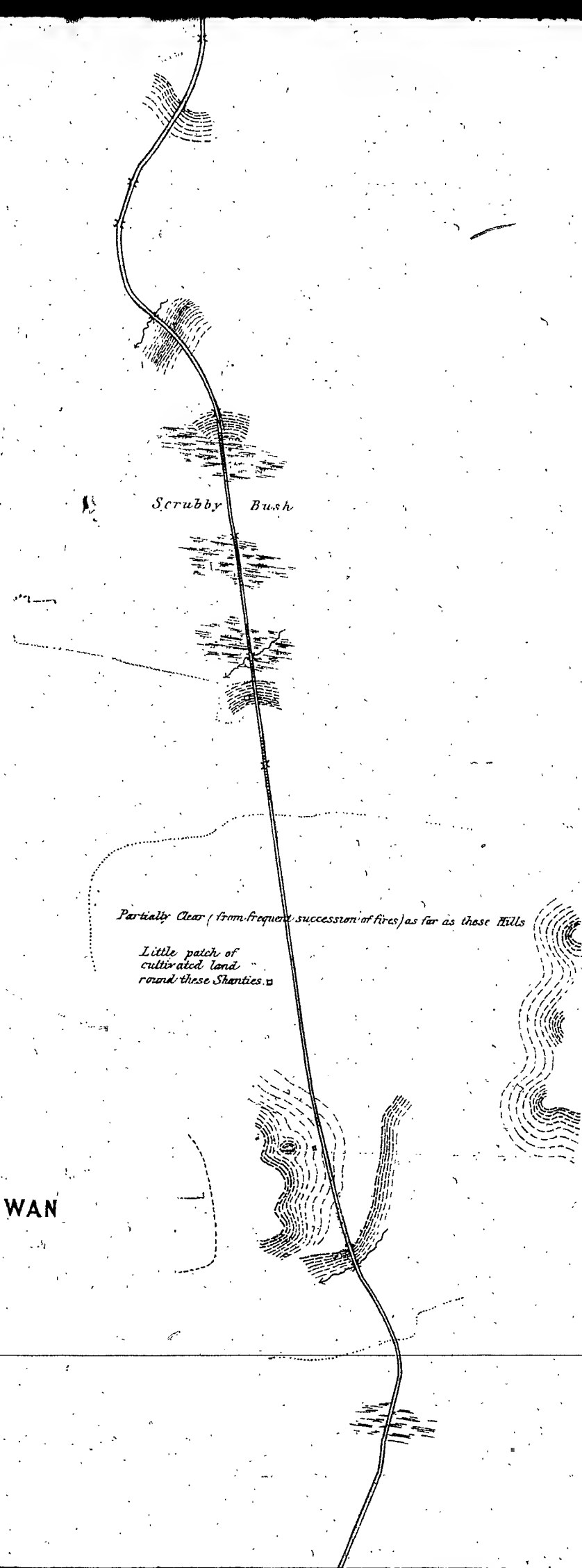
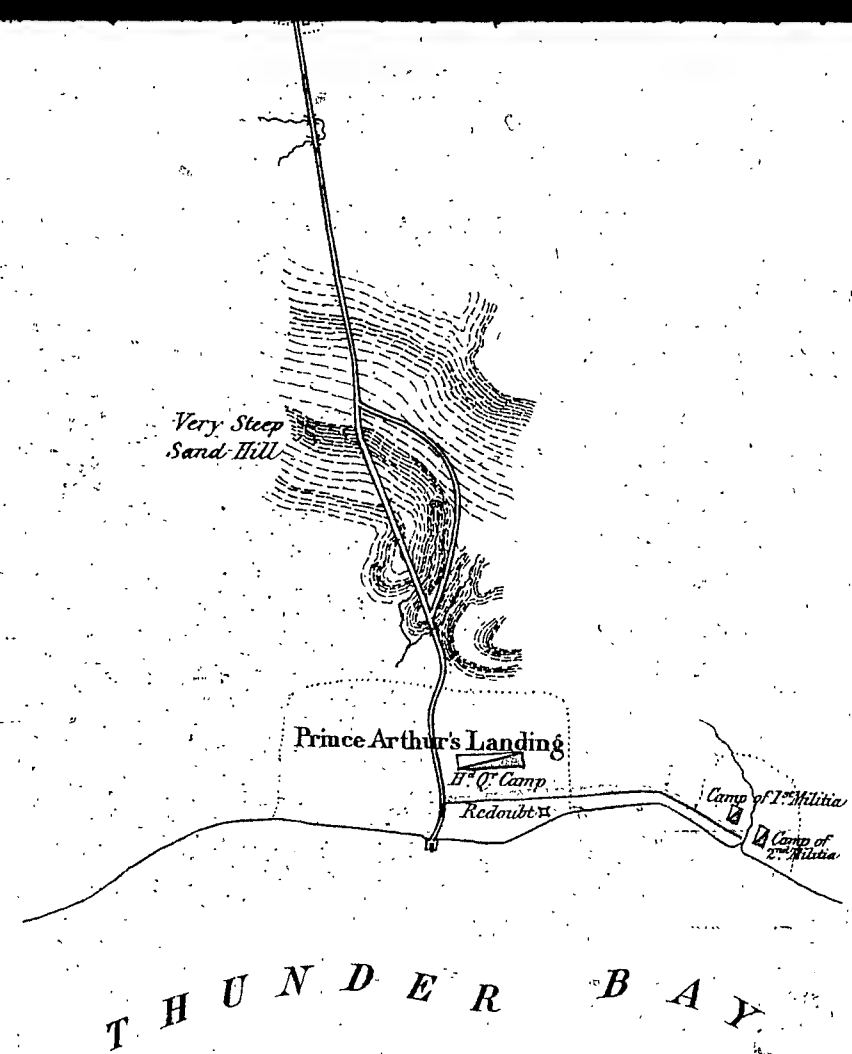
*The Frenchman's
Shanty*

Old Shanty

10 Mile Shanty

*Camp of Co.
1st Militia
(Employed on the Road)*





SKETCH OF ROAD

FROM PRINCE ARTHUR'S LANDING, THUNDER BAY, L. SUPERIOR TO LAKE SHEBANDOWAN
AS TRAVERSED BY THE RED RIVER EXPEDITIONARY FORCE.

SURVEYED

BY

CAPTAIN G. L. HUY SHE,

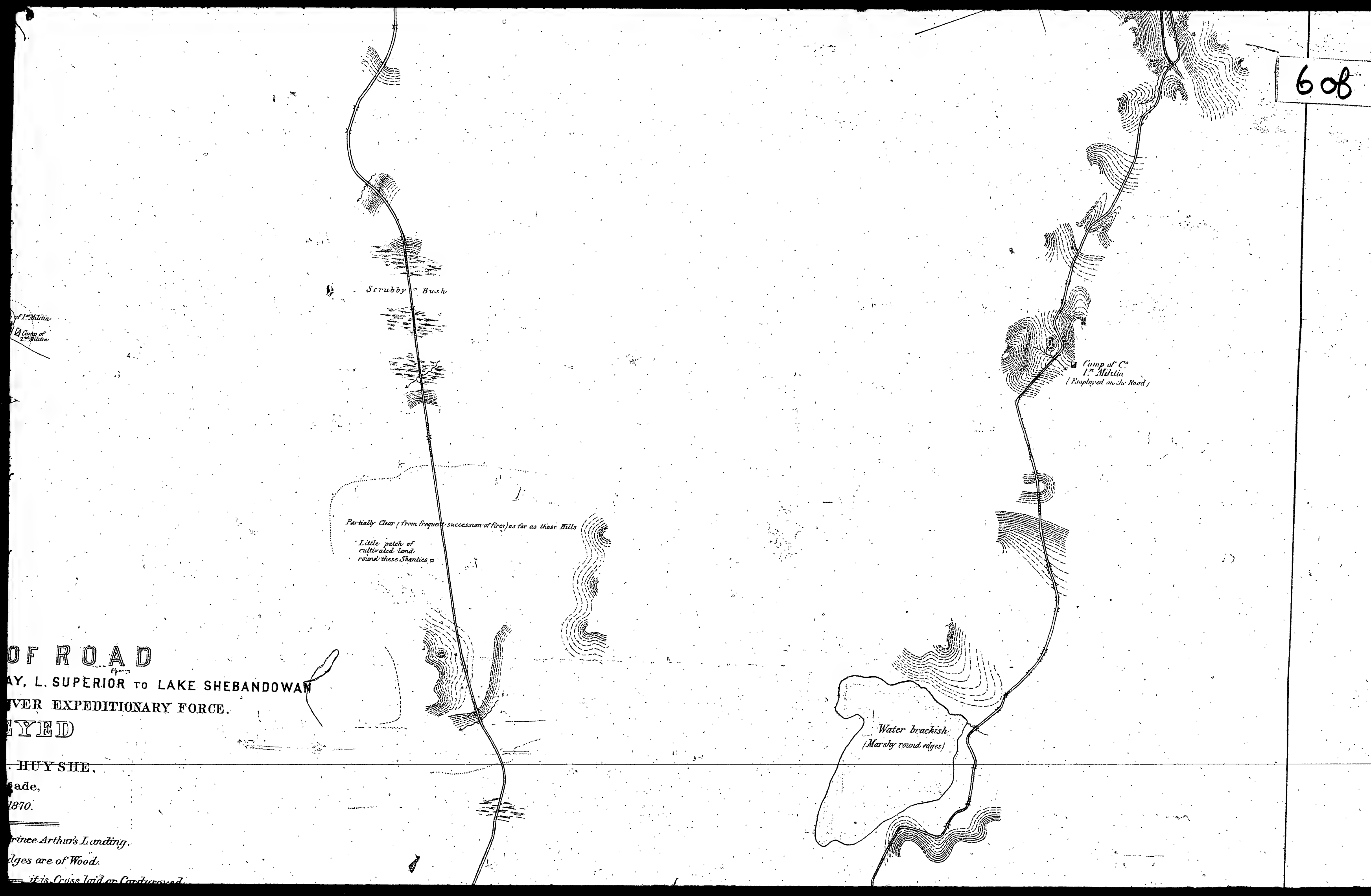
Rifle Brigade,

20th July 1870.

N.B. The Distances are from Prince Arthur's Landing.

All Buildings and Bridges are of Wood.

Where the Road is marked thus ————— it is Cross laid or Corduroyed.



OF ROAD

AY, L. SUPERIOR TO LAKE SHEBANDOWAN

VER EXPEDITIONARY FORCE.

EYED

. HUYSHE,

ade,

1870.

Prince Arthur's Landing.

edges are of Wood.

it is Cross laid on Contour.

SKETCH OF ROAD

FROM PRINCE ARTHUR'S LANDING, THUNDER BAY, L. SUPERIOR TO LAKE SHEBANDOWAN
AS TRAVERSED BY THE RED RIVER EXPEDITIONARY FORCE.

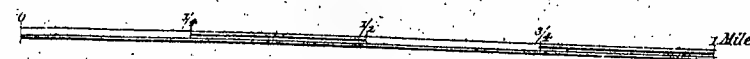
SURVEYED
BY
CAPTAIN G. L. HUY SHE,
Rifle Brigade,
20th July 1870.

N.B. The Distances are from Prince Arthur's Landing.

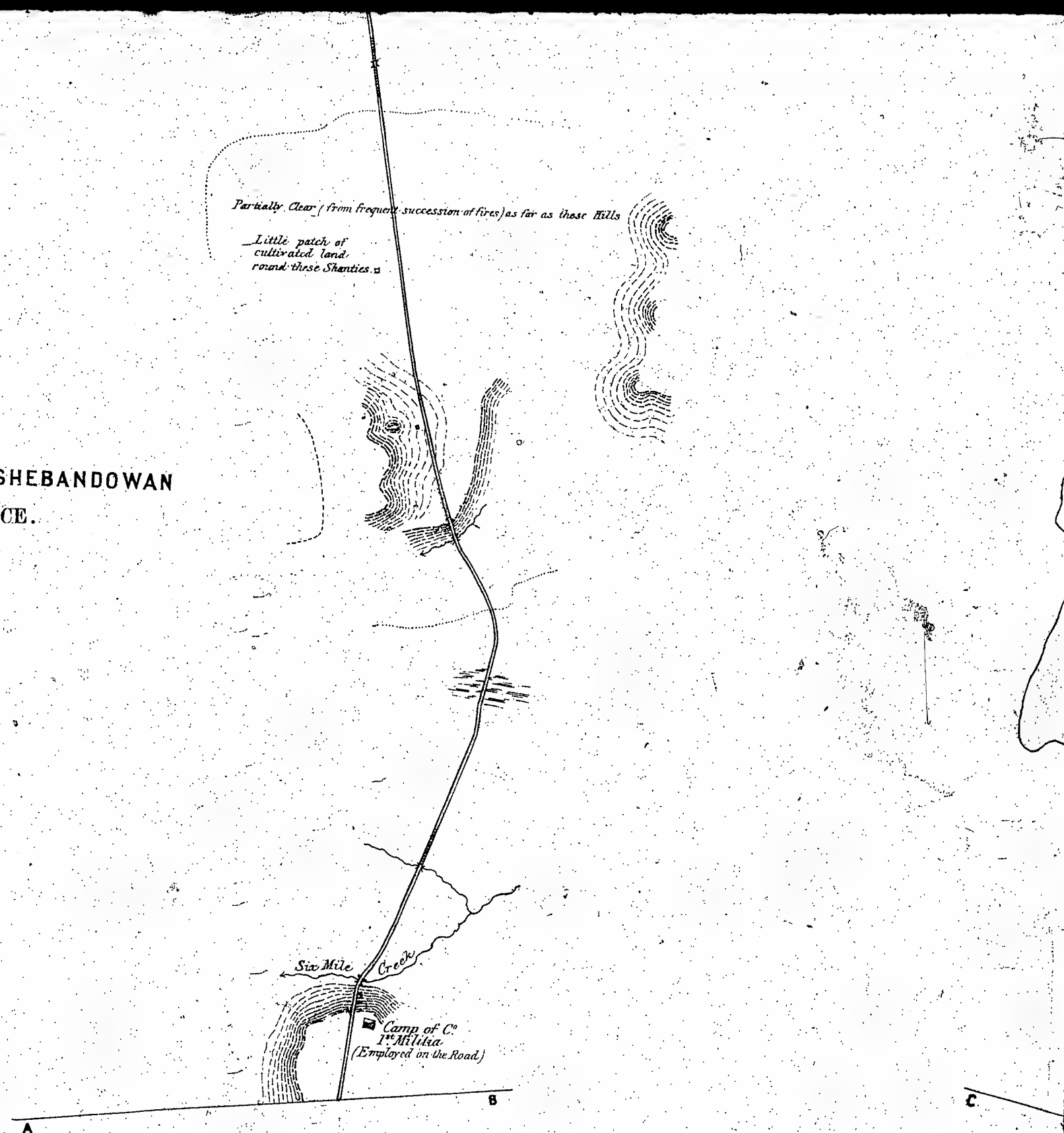
All Buildings and Bridges are of Wood.

Where the Road is marked thus ——— it is Cross laid or Corduroyed.

Scale 4 Inches to One Mile.



Lithographed at the TOPOGRAPHICAL DEPOT of the WAR OFFICE
CAPT. C. W. WILSON R.E. DIRECTOR
1870



OF ROAD

AY, L. SUPERIOR TO LAKE SHEBANDOWAN
RIVER EXPEDITIONARY FORCE.

EYED

L. HUYSHE,

igade,

.1870.

Prince Arthur's Landing.

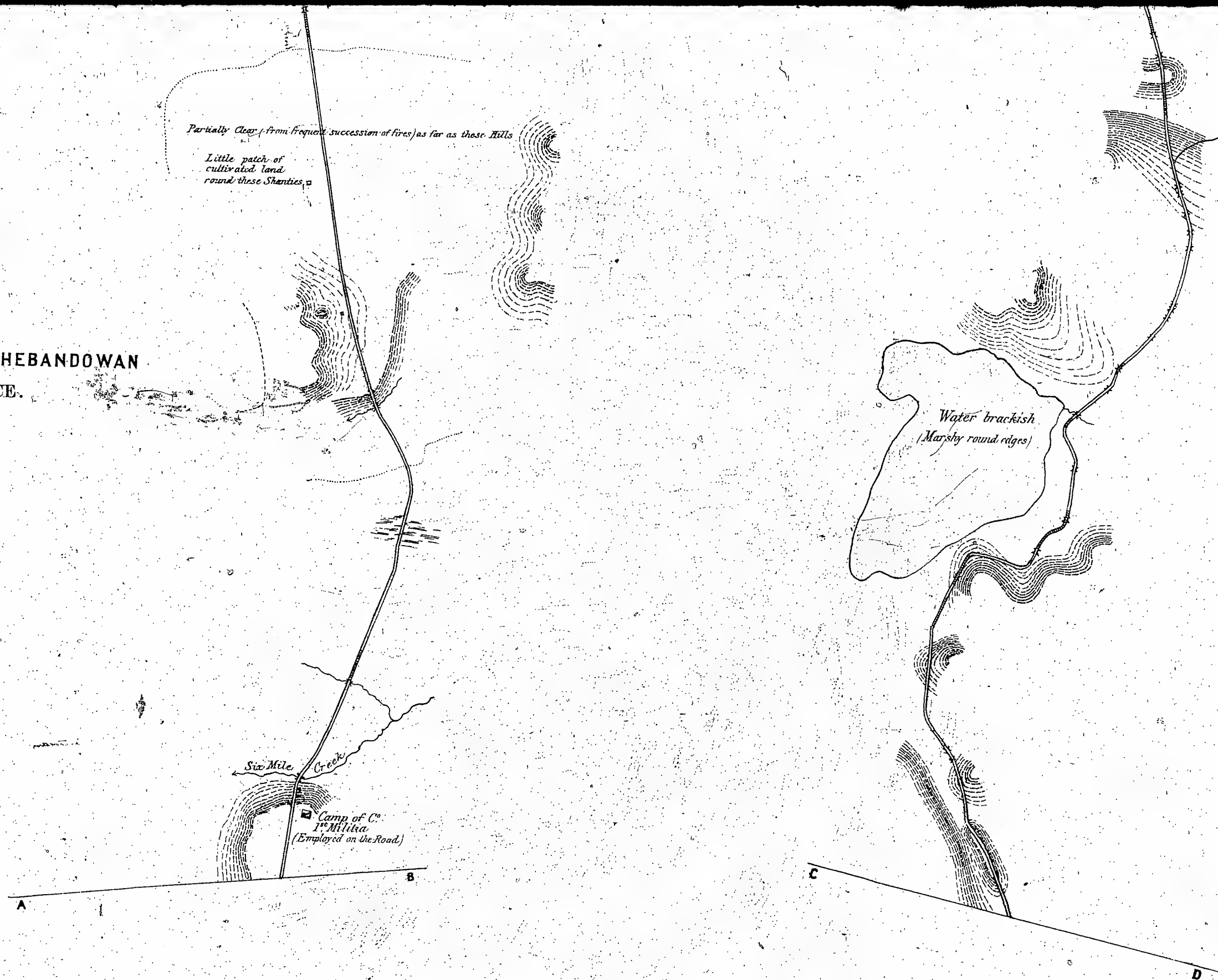
ridges are of Wood.

it is Cross laid or Corduroyed.

One Mile.

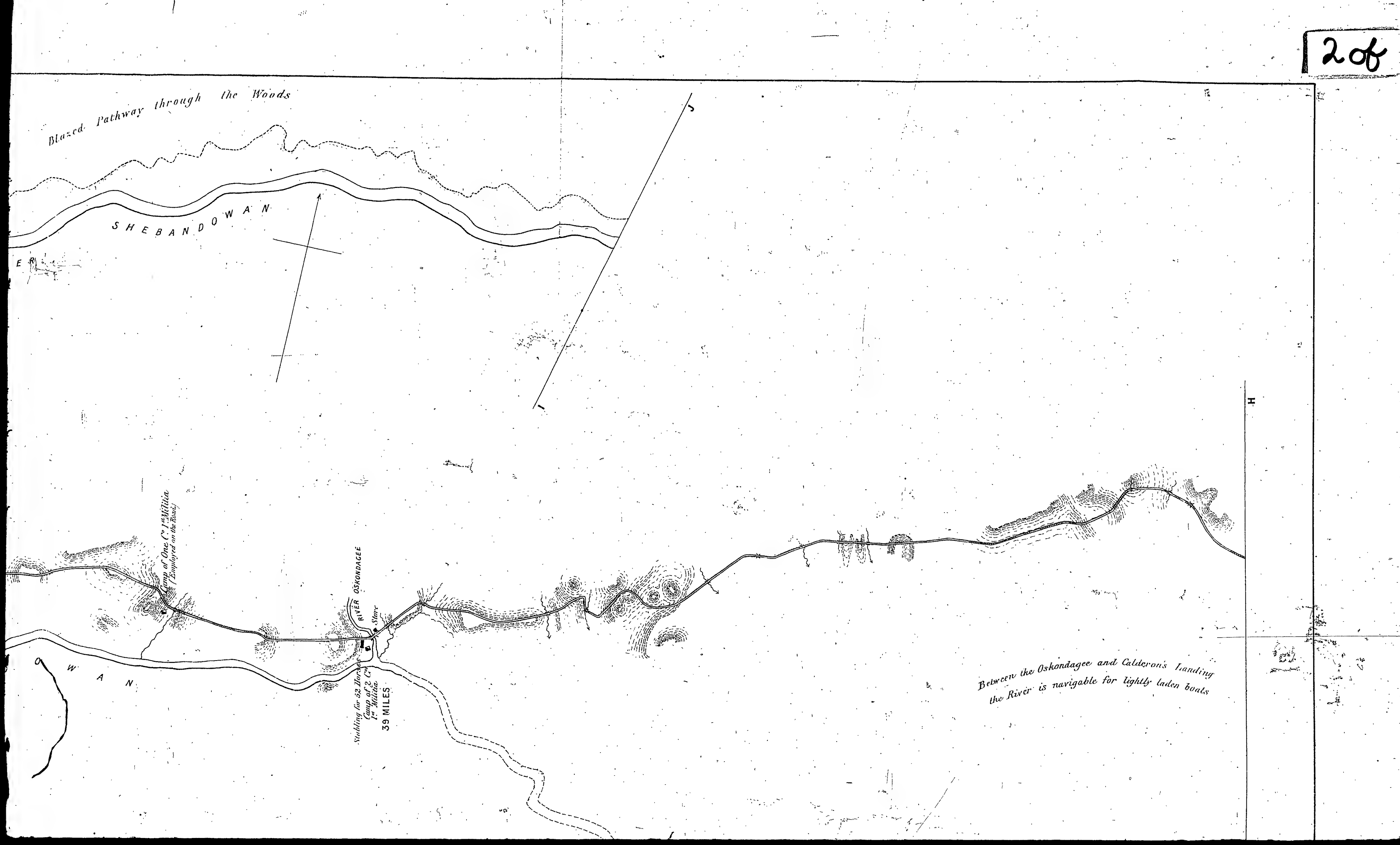
1/2 Mile

DEPOT of the WAR OFFICE
RE. DIRECTOR



8088





R I V E R

Between Ward's Landing and Oskondagee the River Shebandowan is not Navigable

S H E B A N D O W A

300

Ward's Landing
44 1/2 MILES

DAM SITE

H

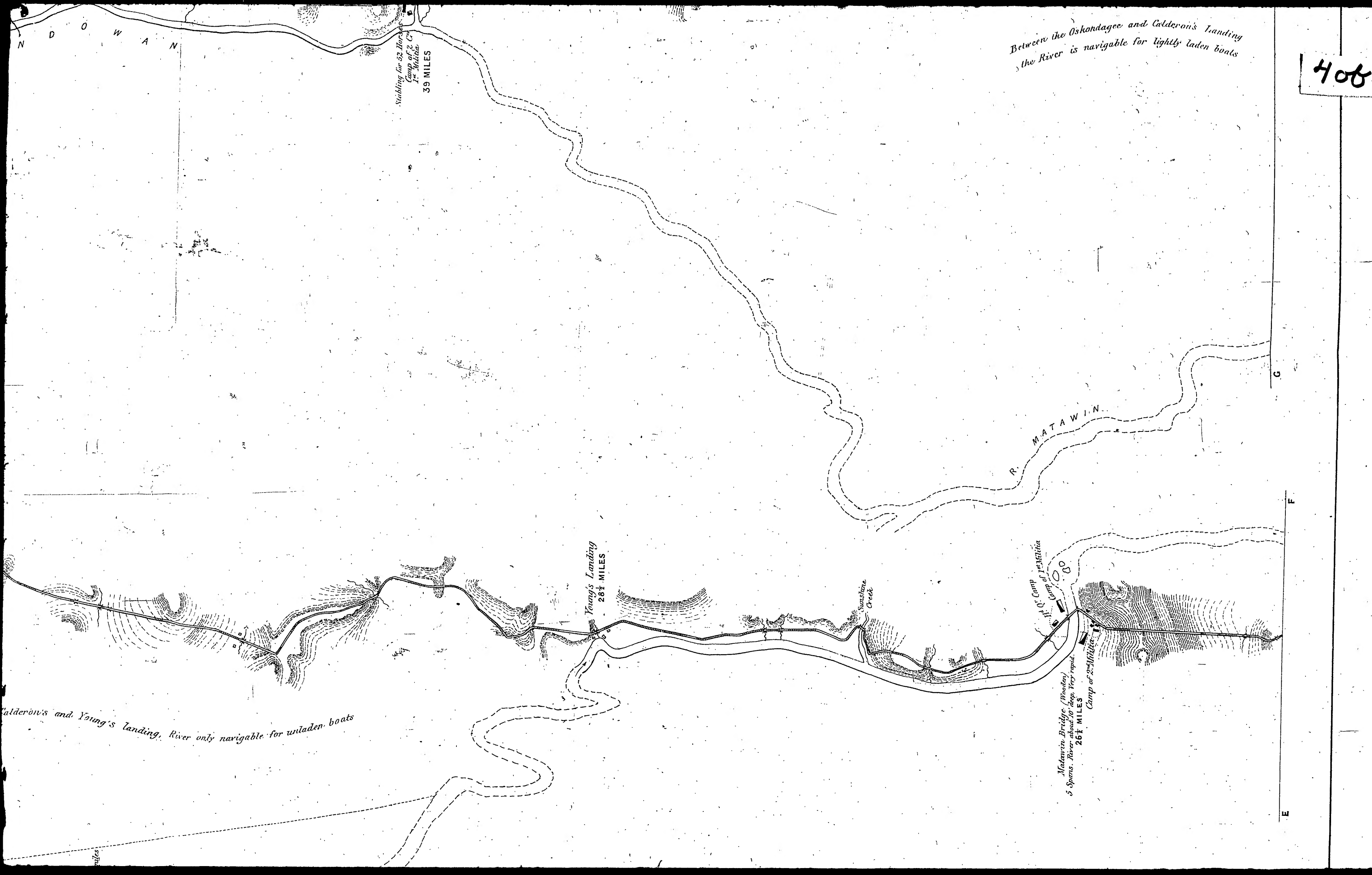
Between Oskondagee and Calderon's landing
the River is navigable for lightly laden boats

Brown's Corner
32 MILES

Between Calderon's and Young's land

RIVER
MATAWIN

Between the Oskondagee and Calderon's Landing
the River is navigable for lightly laden boats

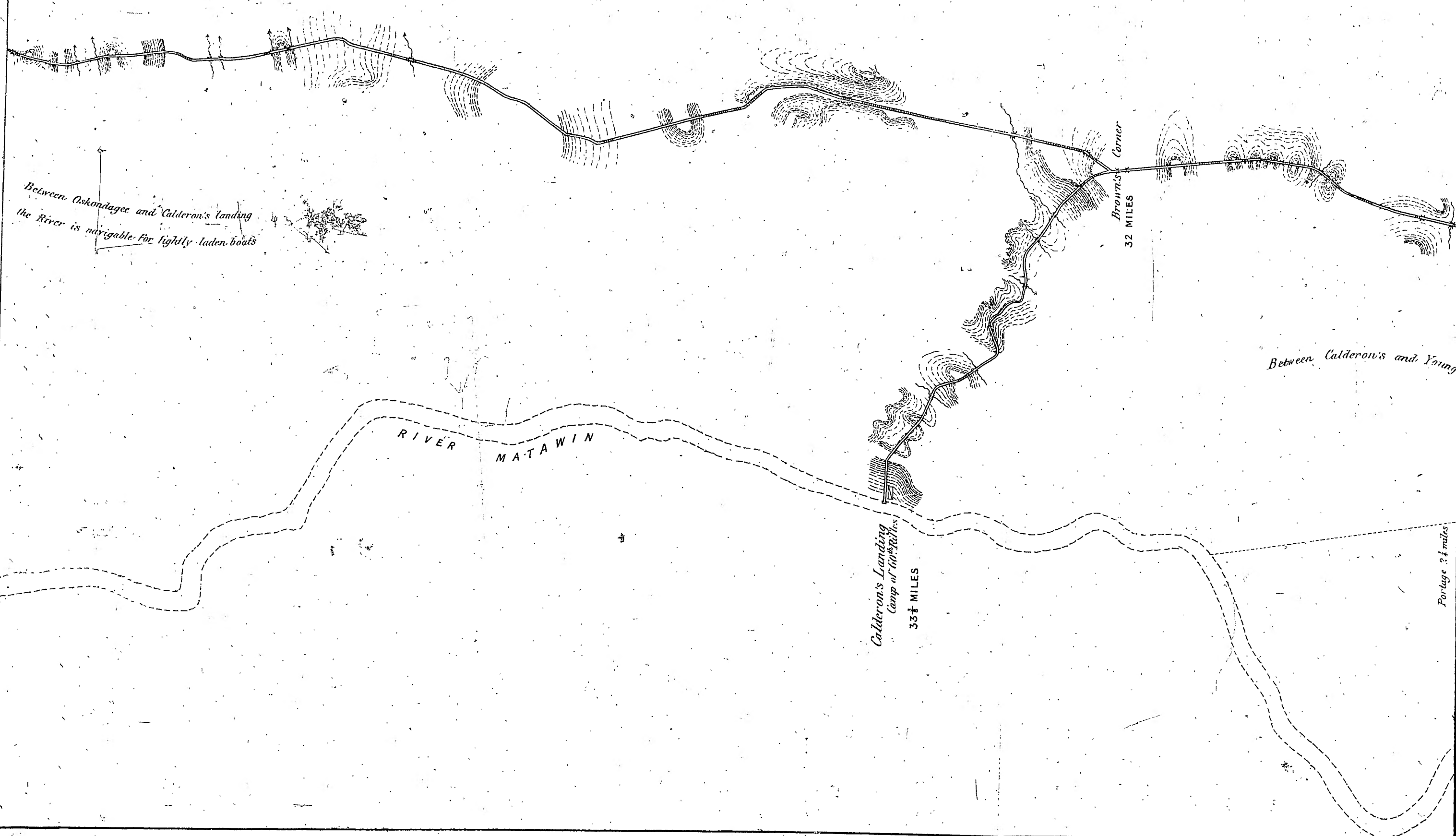


Calderon's and Young's Landing. River only navigable for unladen boats

Scale

H

C



Between Oskondagee and Calderon's landing
the River is navigable for lightly laden boats

RIVER
MATAWIN

Calderon's Landing
Camp of 60th Regt
33 1/4 MILES

Brown's Corner
32 MILES

Between Calderon's and Young

Portage 3 1/4 miles

